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FORECAST AND ANALYSIS OF INTERNATIONAL AIR TRAFFIC IN RELATION --ETC(U)  
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Report No. **FAA-RD-77/131-1**

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**FORECAST AND ANALYSIS  
OF INTERNATIONAL AIR TRAFFIC  
IN RELATION TO TRANSOCEANIC  
COMMUNICATION REQUIREMENTS.**

*Appendix I.*

**SUMMARY REPORT.,  
APPENDIX I**

**Randall/Pozdena,  
Dorothea/Gross,**

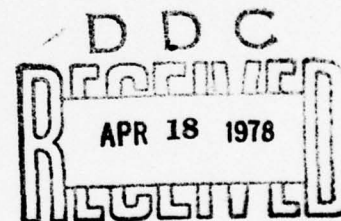
**James/Gorham  
Dennis/Yee**



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**Dec 1977**

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**U.S. DEPARTMENT OF TRANSPORTATION  
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16. Abstract Further detailed data used for forecasting and analyzing air traffic activity for the Atlantic, Pacific and Indian Ocean basins is presented in this Appendix. This includes: (1) world area code list showing breakout of countries by OAG world area codes; (2) income and demographic growth rates for selected countries in the Atlantic, Pacific and Indian Ocean basins; (3) high and low global inter-regional traffic forecasts of annual and busy day flight frequencies for passenger and cargo segments covering 1972, 1975 with forecasts for 1980-1995; (4) instantaneous airborne counts by subzones; (5) total number of flights for all stage lengths contributing to the busy basin day, for the base year 1975, for each Atlantic basin IAC area by route segment regional origin-destination pair. ↑			
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# METRIC CONVERSION FACTORS

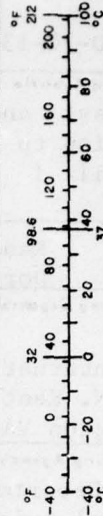
## Approximate Conversions to Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
<b>LENGTH</b>				
in	inches	2.5	centimeters	cm
ft	feet	30	centimeters	cm
yd	yards	0.9	meters	m
mi	miles	1.6	kilometers	km
<b>AREA</b>				
in <sup>2</sup>	square inches	6.5	square centimeters	cm <sup>2</sup>
ft <sup>2</sup>	square feet	0.09	square meters	m <sup>2</sup>
yd <sup>2</sup>	square yards	0.8	square meters	m <sup>2</sup>
mi <sup>2</sup>	square miles	2.6	square kilometers	km <sup>2</sup>
	acres	0.4	hectares	ha
<b>MASS (weight)</b>				
oz	ounces	28	grams	g
lb	pounds	0.45	kilograms	kg
	short tons (2000 lb)	0.9	tonnes	t
<b>VOLUME</b>				
tsd	teaspoons	5	milliliters	ml
Thsp	tablespoons	15	milliliters	ml
fl oz	fluid ounces	30	milliliters	ml
c	cups	0.24	liters	l
pt	pints	0.47	liters	l
qt	quarts	0.95	liters	l
gal	gallons	3.8	liters	l
ft <sup>3</sup>	cubic feet	0.03	cubic meters	m <sup>3</sup>
yd <sup>3</sup>	cubic yards	0.76	cubic meters	m <sup>3</sup>
<b>TEMPERATURE (exact)</b>				
°F	Fahrenheit temperature	5/9 (after subtracting 32)	Celsius temperature	°C

\* 1 in = 2.54 (exactly). For other exact conversions and more detailed tables, see NBS Misc. Publ. 286, Units of Weights and Measures, Price \$2.25, SD Catalog No. C13.10.286.

## Approximate Conversions from Metric Measures

Symbol	When You Know	Multiply by	To Find	Symbol
<b>LENGTH</b>				
mm	millimeters	0.04	inches	in
cm	centimeters	0.4	inches	in
m	meters	3.3	feet	ft
m	meters	1.1	yards	yd
km	kilometers	0.6	miles	mi
<b>AREA</b>				
cm <sup>2</sup>	square centimeters	0.16	square inches	in <sup>2</sup>
m <sup>2</sup>	square meters	1.2	square yards	yd <sup>2</sup>
km <sup>2</sup>	square kilometers	0.4	square miles	mi <sup>2</sup>
ha	hectares (10,000 m <sup>2</sup> )	2.5	acres	ac
<b>MASS (weight)</b>				
g	grams	0.035	ounces	oz
kg	kilograms	2.2	pounds	lb
t	tonnes (1000 kg)	1.1	short tons	st
<b>VOLUME</b>				
ml	milliliters	0.03	fluid ounces	fl oz
l	liters	2.1	pints	pt
l	liters	1.06	quarts	qt
l	liters	0.26	gallons	gal
m <sup>3</sup>	cubic meters	35	cubic feet	ft <sup>3</sup>
m <sup>3</sup>	cubic meters	1.3	cubic yards	yd <sup>3</sup>
<b>TEMPERATURE (exact)</b>				
°C	Celsius temperature	9/5 (then add 32)	Fahrenheit temperature	°F



# APPENDIX I

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## 1. INTRODUCTION

This document is one of two appendices to the summary report, "Forecasts and Analysis of International Air Traffic in Relation to Transoceanic Communication Requirements".\* The summary report provides a concise discussion of the methodology, forecasts and analyses of air traffic for the Atlantic, Pacific and Indian Ocean basins for the years 1975 through 1995.

The purpose of this appendix is to present additional data used for forecasting and analyzing air traffic activity for the above mentioned ocean basins and to present further details on the forecasts themselves. APPENDIX I is divided into five appendices, each of which is described below:

- Appendix A - World area code list showing breakout of countries by OAG world area codes.
- Appendix B - Income and demographic growth rates for selected countries in the Atlantic, Pacific and Indian Ocean basins.
- Appendix C - High and low global interregional traffic forecasts of annual and busy day flight frequencies for passenger and cargo segments covering 1972, 1975 with forecasts for 1980-1995.
- Appendix D - IAC estimates by subzones:
  - Atlantic basin--Peak IACs during the busy hour of the busy day for each IAC area for the years 1975, 1980, 1985, 1990 and 1995. Low forecast, "scheduled only" traffic for three stage lengths (total traffic, 400 N.M. and less, and over 400 N.M.)

\* Available through NTIS, Report Number FAA-RD-77-131  
Authors: Pozdena, Gorham, Gross and Yee.



- Indian and Pacific basins--Peak IACs during the busy hour of the busy day for each IAC area for the years 1975, 1985 and 1995. High forecast, "scheduled only" traffic for the three stage lengths.

- Appendix E - For the base year 1975, for each Atlantic basin IAC area by route segment regional origin - destination pair, the total number of flights for all stage lengths contributing to the busy basin day.



Appendix A

WORLD AREA CODE LIST ORIGIN-DESTINATION SURVEYS

## Appendix A

### WORLD AREA CODE LIST ORIGIN-DESTINATION SURVEYS

The analyses in this report include the following areas and subareas of the world:

- Polar Atlantic
- North Atlantic
- Middle Atlantic
- South America/Europe/Central America/Caribbean
- Within Central America
- Within South America
- North America/ Caribbean/Central America/
- South America/Africa

The following OAG World Area Codes were used in the code list of the constituent countries:

Central America (including Mexico)	100
Caribbean Area	200
South America	300
Europe	400
Africa	500
Middle East	600
Far East	700
Australasia and Oceania	800
Canada	900
United States	000

Area 4 (Continued)

425 Finland (FIN)  
427 France (FRA)  
429 Germany (GER)  
431 Gibraltar, UK (GBR)  
433 Greece (GRE)  
435 Hebrides (UK) (GBR)  
437 Hungary (HUN)  
439 Iceland (ICE)  
441 Ireland (Eire) (IRE)  
443 Isle of Man, UK (GBR)  
445 Isle of Wight, UK (GBR)  
448 Isles of Scilly, UK (GBR)  
450 Italy (ITA)  
454 Luxemburg (LUX)  
456 Malta (MAL)  
458 Monaco (MON)  
461 Netherlands (NET)  
463 Northern Ireland, UK (GBR)  
465 Norway (NOR)  
467 Poland (POL)  
469 Portugal (POR)  
473 Romania (ROU)  
476 Sardinia, Italy (ITA)  
Scilly, UK (GBR)  
478 Scotland, UK (GBR)  
480 Sicily, Italy (GBR)  
482 Spain (SPA)  
484 Sweden (SWE)  
486 Switzerland (SWI)  
489 U.S.S.R. (USR)  
493 Wales, UK (GBR)  
497 Yugoslavia (YUG)

Area 5

Africa

500 Algeria (ALG)  
502 Angola (ANG)  
503 Burundi (BDI)  
504 Cameroon (CMS)  
505 Lesho (LES)  
506 Canary Islands, Spain (SPA)  
507 Cape Verde Islands, Portugal  
(POR)

Area 5 (Continued)

509 Central African Republic (CAR)  
510 Botswana (BOT)  
511 Chad (CHA)  
513 Comoro Islands (COM)  
515 Congo, Republic of Brazzaville  
(CON)  
517 Zaire, Republic of (RZA)  
519 Dahomey (DAH)  
522 Ethiopia (ETH)  
524 Fernando Po, Spain (SPA)  
525 French Somaliland (FRA)  
526 Gabon (GAB)  
527 Gambia (GAN)  
529 Ghana (GHA)  
531 Guinea (POR)  
532 Ifni, Spain (SPA)  
533 Ivory Coast (IVO)  
535 Kenya (GBR)  
537 Liberia (LIB)  
538 Libya (LBY)  
540 Madeira Islands, Portugal (POR)  
541 Malagasy Republic (MGS)  
542 Malawi (MAW)  
543 Mali (MAL)  
545 Mauritania (MAU)  
546 Mauritius, UK (GBR)  
548 Morocco (MOR)  
550 Mozambique, Portugal (POR)  
554 Niger (NIG)  
555 Nigeria (NGA)  
559 Guinea-Bissau (GUB)  
561 Principe Island, Portugal (POR)  
562 Republic of South Africa (SAF)  
563 Reunion Island, France (FRA)  
564 Equatorial Guinea (EGU)  
566 Rwanda (RWA)  
567 São Tome Island, Portugal  
569 Senegal (SEN)  
570 Seychelles Islands, UK (GBR)  
571 Sierra Leone (SIE)  
573 Somalia (SOM)  
574 Rhodesia (RHO)



# WORLD AREA CODE LIST ORIGIN-DESTINATION SURVEYS

## Area 1

### Middle America (Mexico and Central America)

- 106 Belize, UK (GBR)
- 110 Costa Rica (COS)
- 118 El Salvador (SAL)
- 127 Guatemala (GUA)
- 131 Honduras (HON)
- 148 Mexico (MEX)
- 153 Nicaragua (NIC)
- 160 Panama Canal Zone, US (USA)
- 162 Panama Republic (PAN)
- 174 San Andres Island, Columbia  
(off Atlantic Coast of  
Nicaragua) (COL)

## Area 2

### Caribbean Area (Bahamas and Bermuda)

- 202 Anguilla Islands, BWI (GBR)
- 204 Commonwealth Bahamas (CBA)
- 205 Barbados (BBD)
- 206 Barbuda, BWI (GBR)
- 207 Bermuda, UK (GBR)
- 210 Cayman Brac, BWI (GBR)
- 219 Cuba (CUB)
- 221 Dominica, BWI (GBR)
- 224 Dominican Republic (DOR)
- 233 Grand Cayman, BWI (GBR)
- 235 Guadeloupe, France (FRA)
- 238 Haiti (HAI)
- 243 Jamaica (JAM)
- 252 Martinique, France (FRA)
- 256 Montserrat Islands, BWI (GBR)
- 259 Netherland Antilles (NET)
- 261 Nevis, Leeward Islands,  
BWI (GBR)
- 268 Puerto Rico, US (USA)
- 270 St. Eustatius, Leeward  
Islands, BWI (GBR)

## Area 2 (Continued)

- 273 St. Georges/Grenada, BWI (GBR)
- 274 St. Johns/Antigua, BWI (GBR)
- 275 St. Kitts, BWI (GBR)
- 276 St. Lucia, BWI (GBR)
- 279 St. Vincent, BWI (GBR)
- 280 Trinidad and Tobago (TRI)
- 282 Virgin Islands, UK (GBR)
- 283 Virgin Islands, US (USA)

## Area 3

### South America

- 303 Argentina (ARG)
- 312 Bolivia (BOL)
- 316 Brazil (BRA)
- 324 Chile (CHI)
- 327 Colombia (COL)
- 337 Ecuador (ECU)
- 344 French Guiana (FRA)
- 365 Paraguay (PAR)
- 368 Peru (PER)
- 379 Surinam (SUR)
- 385 Uruguay (URU)
- 388 Venezuela (VEN)
- 350 Guyana (GUY)

## Area 4

### Europe (Including European Russia)

- 401 Albania (ALB)
- 403 Austria (AST)
- 405 Azores, Portugal (POR)
- 407 Balearic Islands, Spain (SPA)
- 409 Belgium (BEL)
- 411 Bulgaria (BUL)
- 413 Channel Islands, UK (GBR)
- 415 Corsica, France (FRA)
- 417 Czechoslovakia (CZE)
- 419 Denmark (DEN)
- 422 England (UK)



Area 5 (Continued)

Africa (continued)

575 Southwest Africa, South  
Africa (SAF)  
579 Sahara (SAH)  
582 Swaziland (SWA)  
583 Sudan (SUD)  
585 Tanzania (TAN)  
586 Togo (TOG)  
588 Tunisia (TUN)  
590 Uganda (UGA)  
591 United Arab Republic (UAR)  
593 Upper Volta  
597 Zambia (ZAM)

Area 6

Middle East

601 Peoples Democratic Republic  
of Yemen (DRY)  
605 Bahrian Islands (BAH)  
611 Cyprus (CYP)  
632 Iran (IRN)  
634 Iraq (IRQ)  
636 Israel (ISR)  
639 Jordan (JOR)  
644 Kuwait (KUW)  
647 Lebanon (LEB)  
658 Oman (OMA)  
670 Saudi Arabia (SAU)  
676 Syrian Arabian Republic (SYR)  
678 United Arab Emirates (UAE)  
679 Turkey (TUR)  
694 Arab Republic of Yemen (ARY)

Area 7

Far East (Including Asian Russia)

701 Afghanistan (AFG)  
706 Burma (BUR)  
709 Cambodia (CAM)  
711 Ceylon (CEY)  
713 China (CHN)  
729 Hong Kong, UK (GBR)  
733 India (IND)

Area 7 (Continued)

Far East (continued)

736 Japan (JAP)  
741 Kurile Islands, U.S.S.R. (USR)  
744 Laos (LAO)  
749 Malaysia (MLY)  
751 Mongolia (MOG)  
755 Nepal (NEP)  
757 North Korea (NKO)  
759 North Vietnam (NVI)  
761 Okinawa, Ryukyu Islands,  
Japan (JAP)  
764 Pakistan (PAK)  
766 Philippines, Republic of (PHI)  
772 Sabah, Malaysia (MLY)  
773 Sarawak, Malaysia (MLY)  
776 Singapore (SIN)  
778 South Korea (SKO)  
780 South Vietnam (SVI)  
781 Taiwan-Formosa (FOR)  
782 Thailand (THA)  
786 U.S.S.R. (USR)

Area 8

Australasia and Oceania

800 American Samoa, US (USA)  
802 Australia (AUS)  
804 Australian New Guinea (AUS)  
806 Brunei (GBR)  
807 Canton Island (USA)  
809 Caroline Islands, US (USA)  
812 Cocos Islands, Australia (AUS)  
813 Cook Islands, New Zealand (AUS)  
821 Fiji Islands, UK (GBR)  
823 French Polynesia (FRA)  
824 Gilbert Islands, UK (GBR)  
826 Guam Island, US (USA)  
832 Indonesia (IDO)  
840 Loyalty Islands, New Caledonia  
(FRA)  
849 New Hebrides, UK (GBR)  
851 New Zealand (NZL)  
853 Norfolk Island, Australia (AUS)

Appendix B

INCOME AND DEMOGRAPHIC GROWTH RATES  
FOR SELECTED COUNTRIES IN THE  
ATLANTIC, PACIFIC AND INDIAN BASINS

**INCOME AND DEMOGRAPHIC GROWTH RATES  
FOR SELECTED COUNTRIES IN THE ATLANTIC BASIN**

	Annual Average Rate of Growth of Per Capita GNP (Percent)		Annual Average Rate of Growth of Population (Percent)	
	1975-1980	1980-1990	1975-1980	1980-1990
United States	2.7	2.7	0.9	1.0
Canada	3.0	3.0	1.0	1.0
Europe				
Albania	6.9	6.5	.5	.5
Austria	4.3	4.2	.6	.5
Belgium	3.7	4.1	.5	.5
Bulgaria	5.4	5.4	.5	.5
Czechoslovakia	3.9	4.0	.6	.5
Denmark	3.9	3.3	.7	.7
England	2.4	2.6	.4	.4
Finland	4.3	3.9	.4	.4
France	4.5	4.7	.8	.8
Germany	4.2	3.9	.7	.6
Gibraltar, UK	5.8	5.3	.8	.7
Greece	6.9	6.5	.5	.5
Hungary	4.9	4.2	.3	.3
Ireland	3.2	3.4	.7	.6
Italy	4.5	3.7	.8	.8
Netherlands	3.5	3.5	1.1	1.1
Norway	3.3	3.5	.7	.7
Poland	5.1	5.3	.9	.9
Portugal	5.8	5.3	.7	.7
Romania	5.6	5.6	1.2	1.2
Spain	4.1	5.1	.9	.9
Sweden	3.5	3.6	.4	.4
Switzerland	2.8	3.1	1.2	1.1
U.S.S.R., European	3.7	4.2	1.1	1.0



	Annual Average Rate of Growth of Per Capita GNP (Percent)		Annual Average Rate of Growth of Population (Percent)	
	1975-1980	1980-1990	1975-1980	1980-1990
<b>Africa</b>				
Algeria	2.9	1.9	3.5	3.6
Angola	.1	.1	1.4	1.4
Burundi	2.0	1.6	2.3	2.2
Cameroon	1.0	1.8	2.0	2.0
Lesotho	6.2	3.1	.1	.1
Central African Republic	2.9	1.2	1.0	1.5
Botswana	4.3	1.3	2.6	2.5
Chad	3.7	4.1	1.4	1.4
Congo, Republic of Brazzaville	1.4	.5	2.2	2.0
Zaire, Republic of	1.4	.5	2.2	2.2
Dahomey	1.6	.4	1.3	1.5
Ethiopia	3.9	2.2	2.3	2.3
Gabon	.3	.3	1.5	1.4
Gambia	1.7	.9	2.2	2.2
Ghana	-.6	1.6	1.5	1.4
Guinea	2.9	1.6	1.3	1.4
Ivory Coast	8.1	3.9	1.6	2.2
Kenya	3.8	2.0	3.0	3.0
Liberia	.9	.2	2.1	2.1
Libya	.9	.8	3.5	3.3
Malawi	6.6	1.8	1.9	1.9
Mali	1.9	1.9	2.4	2.4
Mauritania	1.2	.8	1.0	1.0
Mauritius, UK	1.9	1.5	1.0	1.0
Morocco	.7	1.0	3.3	1.0
Mozambique, Portugal	4.3	4.2	1.1	1.1
Niger	3.8	2.9	2.3	2.2
Nigeria	3.0	2.9	1.3	1.4
Guinea-Bissau	5.1	3.8	1.6	1.9
Republic of South Africa	2.8	2.9	2.6	2.5
Rwanda	2.8	1.4	3.2	3.1



	Annual Average Rate of Growth of Per Capita GNP (Percent)		Annual Average Rate of Growth of Population (Percent)	
	1975-1980	1980-1990	1975-1980	1980-1990
Senegal	1.5	1.0	2.4	2.2
Sierra Leone	1.3	1.8	1.0	1.2
Somalia	1.4	1.2	2.8	2.7
Rhodesia	2.2	1.2	3.3	3.3
Southwest Africa, South Africa	2.8	2.9	2.6	2.5
Sahara	1.0	.8	1.0	1.0
Swaziland	.6	.5	3.0	2.6
Sudan	3.8	1.9	2.3	2.0
Tanzania	2.0	1.6	2.8	2.8
Togo	1.2	1.0	2.9	2.8
Tunisia	.6	.5	2.3	2.2
Uganda	1.4	1.3	2.8	.28
United Arab Republic	2.3	1.8	2.2	2.2
Upper Volta	2.3	1.8	2.2	2.2
Zambia	.5	.9	3.3	3.3
South America				
Argentina	2.5	1.4	1.3	1.3
Bolivia	.4	.4	2.6	2.5
Brazil	3.4	7.0	2.8	2.8
Chile	1.6	2.2	2.2	2.2
Colombia	1.9	1.7	3.1	3.4
Ecuador	2.7	1.3	3.4	3.4
French Guiana	1.5	1.9	3.5	3.5
Paraguay	.9	.7	3.8	3.7
Peru	1.9	2.4	3.1	3.1
Surinam	1.5	5.9	3.2	3.1
Uruguay	2.5	1.4	1.2	1.2
Venezuela	2.0	3.1	2.8	2.8
Guyana	1.5	5.9	.4	.5

	Annual Average Rate of Growth of Per Capita GNP (Percent)		Annual Average Rate of Growth of Population (Percent)	
	1975-1980	1980-1990	1975-1980	1980-1990
<b>Caribbean</b>				
Dominican Republic	2.2	1.4	2.9	2.9
<b>Middle America</b>				
Belize	.3	.3	3.0	3.1
Costa Rica	3.1	2.9	1.3	1.7
El Salvador	3.1	3.1	1.4	1.7
Guatemala	3.1	2.9	1.3	1.6
Honduras	2.4	2.2	1.3	1.6
Mexico	2.9	4.6	3.4	3.4
Nicaragua	3.6	3.5	1.3	1.6
Panama Canal Zone, U.S.	2.5	2.2	1.5	1.8
Panama Republic	4.2	3.9	1.3	1.6
San Andres Island, Colombia	1.8	2.1	2.6	2.6
<b>Middle East</b>				
Peoples Democratic Republic of Yemen	.8	.9	3.1	3.0
Bahrian Islands	3.1	3.0	1.4	2.3
Cyprus	4.5	4.2	1.1	1.2
Iran	6.9	6.8	3.0	3.0
Iraq	.2	.3	3.4	3.4
Israel	5.2	4.0	3.4	3.4
Jordan	1.3	1.9	3.2	3.1
Kuwait	.4	.3	5.0	4.5
Lebanon	.5	.7	3.0	2.8
Oman	1.8	1.9	3.1	3.0
Saudi Arabia	1.5	.9	2.8	2.7
Syrian Arabian Republic	1.1	.9	3.4	3.9
United Arab Emirates	1.8	1.8	2.0	2.3
Turkey	4.0	3.4	2.5	2.5
Arab Republic of Yemen	3.9	1.9	1.2	1.4

**Appendix C**

**ANNUAL AND BUSY DAY CIVIL FLIGHTS BETWEEN WORLD REGIONS**



### Annual and Busy Day Civil Flights Between World Regions

The ICAO files contain (for selected months) data on the volume of "scheduled" flights, passenger and cargo loads, and aircraft capacity data on a city-pair basis. While these data pose problems in terms of the quality and completeness of the information supplied by the member states, we found this to be the only data source that was sufficiently uniform to permit estimation of international traffic on a worldwide basis, since uniform data on passenger volumes, aircraft capacity, and flight frequency are needed to permit implementation of forecasting techniques. The ICAO files contain no information on charter, not-for-hire, or military movements, however. Therefore, the charter, general aviation, and MAC models described in Section 3 of APPENDIX II were used to create the baseline flows in these categories. In addition, the latest ICAO file data available were for June 1974, while the itinerary data that were to be used in the IAC model for spatially locating aircraft activity were from the busy season (June to September) data in the OAG files and were from the year 1975.

We resolved this difficulty by using the ICAO data files to produce interregional traffic flow estimates. These estimates were then used to create simple multiplicative factors to gross up the OAG "scheduled" flight frequency information. The relative levels of total activity among region-pairs over the various forecast years were derived using the ICAO data as a base for the forecasting models, but the IAC model functioned on the more recent OAG "scheduled" flight itinerary data base. In this way, we were able to exploit the more complete traffic volume data in the ICAO files for forecasting purposes, but were able to base changes in the IAC and other basin activity measures on the more recent OAG data--the data that had to be used to calculate busy days and peak hour statistics. This integration of the forecasting and counting models in the baseline data development is discussed in detail in Section 3 of APPENDIX II.

The ICAO "scheduled" traffic flow data base was collapsed from city-pair to region-pair, using the ten world region classification in the OAG.



The level of interregional "nonscheduled", general aviation, and MAC charter activity was estimated, as stated above, using the procedures described in Section 3 of APPENDIX II.

In addition, because the ICAO data were available monthly for four selected months of the year,<sup>1</sup> the annual activity estimates and the busy data estimates could be only crudely interpreted from the monthly flow. The flight frequency from June was converted to annual data by applying a peaking factor of 10.6 derived from monthly North Atlantic flight data. The estimate of the busy day flight frequency was obtained by dividing the annual estimate by 292.<sup>2</sup> These "route" busy day calculations are approximations; when the daily flight itinerary data are analyzed in the IAC model, the true busy day for the basin is identified, and the busy day flight frequency is calculated for each basin. Full interregional traffic flow data are available only on the monthly ICAO files, however, requiring this approximation for the interregional traffic estimates.

Using the range of parametric assumptions presented in Section 4 and the forecasting techniques described in Section 3 of APPENDIX II, SRI made a high and low forecast of air transportation activity for both interregional aircraft movements and the resultant IACs. The forecasts were made for the terminal years of four five-year periods, with the June to September period of 1975 as the base. These are shown in Appendix C.

The baseline estimates of interregional flights by traffic type were permitted to grow at the compound rates of growth indicated by the forecasting models (see APPENDIX II, Section 3), using the assumed growth rates of the underlying population, per capita GNP, fuel cost, and nonfuel cost factors, as described in Section 4.

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<sup>1</sup> March, June, September, and December.

<sup>2</sup> Both factors were obtained from IATA North Atlantic data from the relatively stable year of 1972. The busy day was taken to be the average of busy month (August) flights. The IATA data were from World Air Transport Statistics, p. 21 (1972).

# Low Forecast

	1972	1975	1980	1985	1990	1995
0-2	FLIGHTS	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL
0-2	PASS	78/ 2286	84/ 2476	101/ 2977	114/ 3423	139/ 4082
0-2	CARGO	21/ 6201	20/ 5861	22/ 6521	25/ 7415	29/ 8574
0-1	PASS	49/ 1433	74/ 2178	90/ 2642	114/ 3129	140/ 4341
0-1	CARGO	0/ 25	1/ 455	1/ 58	2/ 636	2/ 775
0-2	PASS	84/ 2397	65/ 19161	77/ 22508	90/ 26383	107/ 31394
0-2	CARGO	0/ 206	0/ 286	1/ 326	1/ 369	1/ 423
0-3	PASS	17/ 5109	23/ 6953	27/ 7900	33/ 9918	43/ 12767
0-3	CARGO	5/ 169	5/ 1706	6/ 1920	7/ 2300	9/ 2803
0-4	PASS	144/ 4348	111/ 32646	141/ 41362	170/ 4986	209/ 61131
0-4	CARGO	15/ 515	16/ 4717	19/ 5550	22/ 6707	26/ 8244
0-5	PASS	2/ 612	2/ 723	2/ 807	3/ 905	3/ 103
0-5	CARGO	0/ 0	0/ 63	0/ 70	0/ 78	0/ 89
0-6	PASS	2/ 840	2/ 758	3/ 479	3/ 984	3/ 1121
0-6	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 9
0-7	PASS	27/ 7931	26/ 7779	34/ 10014	40/ 11762	49/ 14074
0-7	CARGO	6/ 1942	7/ 2183	9/ 2748	11/ 3300	13/ 4932
0-8	PASS	0/ 2407	6/ 1819	7/ 2045	8/ 2383	9/ 2843
0-8	CARGO	0/ 0	0/ 137	0/ 150	0/ 169	0/ 191
0-9	PASS	783/ 226710	561/ 163826	683/ 199548	821/ 239874	993/ 290151
0-9	CARGO	0/ 116	1/ 402	1/ 449	1/ 510	2/ 594
1-0	PASS	48/ 14236	74/ 21875	90/ 26529	114/ 33431	149/ 43623
1-0	CARGO	0/ 201	1/ 349	1/ 408	1/ 488	2/ 59
1-1	PASS	156/ 45018	79/ 23187	99/ 29043	127/ 37245	165/ 49342
1-1	CARGO	0/ 254	0/ 95	0/ 116	0/ 146	0/ 188
1-2	PASS	5/ 1533	7/ 2263	9/ 2784	11/ 3413	14/ 4218
1-2	CARGO	0/ 95	0/ 127	0/ 152	0/ 180	0/ 218
1-3	PASS	15/ 4463	14/ 4369	18/ 5262	23/ 6734	29/ 8735
1-3	CARGO	0/ 243	0/ 180	0/ 212	0/ 268	1/ 343
1-4	PASS	0/ 0	1/ 351	1/ 442	1/ 574	2/ 770
1-4	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 9
1-5	PASS	0/ 207	1/ 321	1/ 374	1/ 440	1/ 526
1-5	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
1-6	PASS	0/ 106	0/ 106	0/ 121	0/ 143	0/ 172
1-6	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
1-7	PASS	3/ 900	2/ 705	2/ 897	3/ 1077	4/ 1399
1-7	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
2-0	PASS	80/ 23505	65/ 19204	77/ 22450	90/ 26446	107/ 31471
2-0	CARGO	1/ 413	1/ 402	1/ 459	1/ 514	2/ 596
2-1	PASS	5/ 1501	7/ 2222	9/ 2745	11/ 3354	14/ 414
2-1	CARGO	0/ 63	0/ 21	0/ 25	0/ 30	0/ 36

	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL
2-2	275/	8034	237/	6428	293/	8572	344/	10104	411/	120018	408/	142598												
2-2	0/	212	0/	106	0/	124	0/	139	0/	150	0/	181												
2-3	15/	4248	54/	17471	73/	21523	92/	26448	116/	33877	145/	42609												
2-3	0/	116	0/	148	0/	171	0/	203	0/	246	1/	290												
2-4	0/	1449	6/	1467	8/	2402	10/	2929	12/	3659	15/	4618												
2-4	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0												
2-9	5/	1643	6/	1849	7/	2194	4/	2579	10/	3081	12/	3705												
2-9	0/	3	0/	0	0/	0	0/	0	0/	0	0/	0												
3-0	19/	4514	23/	6431	26/	7853	33/	9749	42/	12543	56/	16572												
3-0	0/	1374	5/	1568	6/	1765	7/	2114	8/	2576	10/	3130												
3-1	15/	4571	16/	4923	20/	5975	24/	7688	34/	10009	44/	13044												
3-1	0/	222	0/	154	0/	187	0/	236	1/	303	1/	388												
3-2	15/	4442	64/	2414	86/	25210	104/	31621	136/	39800	171/	50118												
3-2	0/	233	0/	222	0/	254	1/	305	1/	370	1/	447												
3-3	272/	79435	241/	85132	346/	101283	450/	131649	591/	172586	775/	224398												
3-3	0/	1042	5/	1653	6/	1881	8/	2373	10/	3044	13/	3905												
3-4	9/	2747	10/	2421	11/	3502	14/	4521	20/	5991	27/	8062												
3-4	0/	137	0/	190	0/	227	0/	280	1/	373	1/	483												
3-5	0/	1141	4/	1266	4/	1424	5/	1675	6/	2005	8/	2401												
3-5	0/	42	0/	74	0/	83	0/	98	0/	117	0/	140												
3-6	4/	2730	5/	2409	9/	2861	11/	3435	14/	4245	17/	5250												
3-6	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0												
4-0	150/	44044	112/	32884	142/	41695	172/	50239	210/	61587	258/	75554												
4-0	11/	3023	13/	4070	16/	4789	19/	5787	24/	7114	29/	8766												
4-1	0/	0	1/	362	1/	456	2/	594	2/	794	3/	1000												
4-1	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0												
4-2	0/	2014	7/	2095	8/	2463	10/	3134	13/	3929	17/	4983												
4-2	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0												
4-3	4/	2714	9/	2649	10/	3174	14/	4043	18/	5414	24/	7266												
4-3	0/	137	0/	137	0/	153	0/	208	0/	269	1/	349												
4-4	22443/	647620/	20473/	612342	28457/	830982	38630/	11280063	52556/	15346430	71517/	20883072												
4-4	153/	56524	145/	42537	181/	52894	232/	67892	303/	88617	396/	115670												
4-5	124/	36413	104/	31466	134/	39217	165/	48377	207/	60456	260/	75938												
4-5	0/	1114	4/	1240	4/	1487	5/	1728	7/	2085	8/	2515												
4-6	131/	34447	145/	42506	187/	54697	246/	71903	332/	97026	450/	131594												
4-6	0/	485	3/	1166	4/	1419	6/	1757	7/	2213	9/	2787												
4-7	4/	0349	9/	2844	13/	3876	17/	5134	24/	7093	34/	10194												
4-7	0/	42	0/	53	0/	70	0/	89	0/	116	0/	151												
4-9	44/	12421	36/	10733	46/	13670	54/	16579	69/	20438	84/	25200												
4-9	3/	1070	1/	1144	4/	1344	5/	1631	6/	2005	8/	2485												



O-D	FLIGHTS	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
		BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL
5-0	PASS	2/	001	2/	681	2/	760	2/	853	3/	974	3/	1116	3/	1250	3/	1387	3/	1524	3/	1661	3/	1798	3/	1935
5-0	CARGO	0/	0	0/	42	0/	47	0/	52	0/	59	0/	67	0/	75	0/	83	0/	91	0/	99	0/	107	0/	115
5-1	PASS	0/	217	1/	332	1/	387	1/	455	1/	544	1/	651	1/	760	1/	870	1/	980	1/	1090	1/	1200	1/	1310
5-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
5-3	PASS	4/	1234	4/	1447	5/	1627	6/	1914	7/	2291	7/	2744	9/	3200	10/	3653	11/	4106	12/	4559	13/	5012	14/	5465
5-3	CARGO	0/	95	0/	127	0/	142	0/	168	0/	200	0/	250	0/	300	0/	350	0/	400	0/	450	0/	500	0/	550
5-4	PASS	124/	36340	108/	31565	132/	38724	163/	47772	204/	59702	256/	74991	308/	87281	360/	105570	412/	124060	464/	147550	516/	171040	568/	194530
5-4	CARGO	3/	954	4/	1325	5/	1557	6/	1846	7/	2227	8/	2608	9/	2989	10/	3370	11/	3751	12/	4132	13/	4513	14/	4894
5-5	PASS	303/	85553	276/	80686	320/	93527	364/	106504	418/	122514	472/	148524	526/	170534	580/	192544	634/	214554	688/	236564	742/	258574	796/	280584
5-5	CARGO	5/	1726	6/	1823	7/	2023	8/	2214	9/	2405	10/	2596	11/	2787	12/	2978	13/	3169	14/	3360	15/	3551	16/	3742
5-6	PASS	40/	14550	64/	18904	70/	22020	93/	27220	112/	32727	134/	39378	156/	45929	178/	52480	200/	59031	222/	66582	244/	74133	266/	81684
5-6	CARGO	1/	407	0/	286	1/	320	1/	376	1/	437	1/	509	1/	571	1/	632	1/	693	1/	754	1/	815	1/	876
5-7	PASS	6/	1447	5/	1668	7/	2102	8/	2483	10/	2982	12/	3582	14/	4182	16/	4782	18/	5382	20/	5982	22/	6582	24/	7182
5-7	CARGO	0/	156	0/	64	0/	106	0/	125	0/	150	0/	180	0/	210	0/	240	0/	270	0/	300	0/	330	0/	360
5-8	PASS	0/	273	0/	193	0/	211	0/	232	0/	260	1/	292	1/	324	1/	356	1/	388	1/	420	1/	452	1/	484
5-8	CARGO	0/	6	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
5-9	PASS	1/	327	1/	338	1/	380	1/	429	1/	492	1/	566	1/	640	1/	714	1/	788	1/	862	1/	936	1/	1010
5-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
6-0	PASS	0/	17	1/	350	1/	405	1/	454	1/	510	2/	594	2/	678	2/	762	2/	846	2/	930	2/	1014	2/	1098
6-0	CARGO	0/	6	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
6-4	PASS	133/	39125	148/	43216	190/	55614	258/	73138	338/	98781	458/	133749	578/	172597	698/	211445	818/	250293	938/	289141	1058/	327989	1178/	366837
6-4	CARGO	2/	816	3/	1049	4/	1277	5/	1581	6/	1992	8/	2508	10/	3024	12/	3540	14/	4056	16/	4572	18/	5088	20/	5604
6-5	PASS	50/	14046	38/	11151	44/	13099	92/	15206	61/	18034	73/	21319	85/	24604	97/	27889	109/	31174	121/	34459	133/	37744	145/	41029
6-5	CARGO	0/	246	1/	360	1/	414	1/	473	1/	532	1/	591	1/	650	1/	709	1/	768	1/	827	1/	886	1/	945
6-6	PASS	304/	88433	325/	95162	405/	118490	502/	140855	628/	183546	766/	229552	904/	276507	1042/	323462	1180/	370417	1318/	417372	1456/	464327	1594/	511282
6-6	CARGO	5/	1600	3/	901	3/	1073	4/	1282	5/	1557	6/	1892	7/	2227	8/	2562	9/	2897	10/	3232	11/	3567	12/	3902
6-7	PASS	17/	5144	15/	4627	20/	6036	25/	7443	31/	9332	40/	11700	49/	14069	58/	16438	67/	18807	76/	21176	85/	23545	94/	25914
6-7	CARGO	1/	307	0/	286	1/	372	1/	458	1/	543	2/	628	2/	713	2/	800	2/	885	2/	970	2/	1055	2/	1140
6-9	PASS	0/	6	0/	21	0/	24	0/	28	0/	33	0/	40	0/	47	0/	54	0/	61	0/	68	0/	75	0/	82
6-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
7-0	PASS	26/	7740	26/	7605	33/	9791	39/	11498	47/	13760	58/	16525	69/	19290	79/	22055	89/	24820	99/	27585	109/	30350	119/	33115
7-0	CARGO	7/	2306	8/	2554	11/	3215	13/	3861	16/	4717	19/	5763	22/	6709	25/	7655	28/	8601	31/	9547	34/	10493	37/	11439
7-3	PASS	0/	0	0/	10	0/	13	0/	17	0/	21	0/	28	0/	33	0/	40	0/	47	0/	54	0/	61	0/	68
7-3	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
7-4	PASS	7/	2194	9/	2761	12/	3767	17/	4996	23/	6916	34/	9971	45/	12926	56/	15881	67/	18836	78/	21791	89/	24746	100/	27701
7-4	CARGO	0/	84	0/	84	0/	112	0/	143	0/	186	0/	231	0/	276	0/	321	0/	366	0/	411	0/	456	0/	501
7-5	PASS	5/	1701	5/	1614	6/	2033	8/	2402	9/	2884	11/	3404	13/	3924	15/	4444	17/	4964	19/	5484	21/	6004	23/	6524
7-5	CARGO	0/	159	0/	21	0/	26	0/	31	0/	37	0/	45	0/	53	0/	61	0/	69	0/	77	0/	85	0/	93
7-6	PASS	19/	5554	16/	4855	21/	6331	26/	7805	33/	9783	41/	12262	49/	14747	57/	17232	65/	19717	73/	22202	81/	24687	89/	27172
7-6	CARGO	0/	137	0/	233	1/	303	1/	373	1/	467	1/	562	1/	657	1/	752	1/	847	1/	942	1/	1037	1/	1132

BEST AVAILABLE COPY

O-D	FLIGHTS	1972		1975		1980		1985		1990		1995	
		BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL
7-7	PASS	773/	225774	674/	190460	993/	290011	1312/	382591	1749/	510771	2351/	686524
7-7	CARGO	20/	4215	25/	7324	35/	10399	45/	13183	58/	16997	75/	21914
7-8	PASS	33/	9796	38/	11154	47/	13941	57/	16695	69/	20422	86/	24144
7-8	CARGO	0/	95	0/	137	0/	170	0/	201	0/	242	0/	291
7-9	PASS	1/	493	1/	423	1/	572	2/	690	2/	845	3/	1036
7-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-0	PASS	0/	2587	6/	1755	6/	1977	7/	2310	9/	2784	11/	3385
8-0	CARGO	0/	0	0/	137	0/	150	0/	168	0/	191	0/	218
8-1	PASS	0/	106	0/	106	0/	121	0/	143	0/	172	0/	206
8-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-2	PASS	9/	2681	8/	2430	9/	2825	11/	3463	14/	4278	18/	5289
8-2	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-3	PASS	0/	203	0/	203	0/	222	0/	245	0/	275	1/	308
8-3	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
8-4	PASS	33/	4301	38/	11221	48/	14024	57/	16796	70/	20546	86/	25297
8-4	CARGO	0/	190	1/	318	1/	393	1/	464	1/	559	2/	672
8-5	PASS	85/	25202	75/	21981	83/	24371	95/	28011	112/	32916	133/	38982
8-5	CARGO	0/	53	1/	413	1/	443	1/	488	1/	547	2/	614
8-6	PASS	0/	0	0/	54	0/	59	0/	67	0/	77	0/	89
8-6	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-0	PASS	760/	222054	573/	167564	699/	204138	840/	245506	1017/	297068	1232/	359758
9-0	CARGO	3/	1007	3/	1038	3/	1158	4/	1317	5/	1523	6/	1782
9-1	PASS	3/	908	2/	763	3/	933	4/	1176	5/	1524	6/	2014
9-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-2	PASS	5/	1654	6/	1826	7/	2171	8/	2547	10/	3042	12/	3658
9-2	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-4	PASS	41/	12069	36/	10546	46/	13433	55/	16293	68/	20087	84/	24770
9-4	CARGO	0/	169	1/	477	1/	562	2/	679	2/	835	3/	1027
9-5	PASS	1/	338	1/	338	1/	380	1/	429	1/	492	1/	566
9-5	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-6	PASS	0/	113	0/	141	0/	174	0/	203	0/	242	0/	287
9-6	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-7	PASS	0/	275	0/	202	0/	273	1/	330	1/	406	1/	499
9-7	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-8	PASS	0/	0	0/	54	0/	59	0/	67	0/	77	0/	89
9-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
9-9	PASS	18/	5427	171/	50223	211/	61670	257/	75322	315/	92208	386/	112921
9-9	CARGO	0/	0	0/	10	0/	11	0/	13	0/	15	0/	18

# High Forecast

	1972	1975	1980	1985	1990	1995
FLIGHT	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL
0-0	74/ 22444	84/ 24766	111/ 32624	146/ 42824	197/ 57636	272/ 79613
0-0	21/ 6241	26/ 5661	24/ 7263	32/ 9624	45/ 13149	63/ 18574
0-1	49/ 14433	74/ 21789	102/ 29645	152/ 44391	240/ 70265	375/ 110852
0-1	0/ 256	1/ 455	2/ 599	2/ 841	4/ 1291	5/ 1832
0-2	42/ 23947	65/ 19161	85/ 25082	114/ 33009	157/ 45948	226/ 66063
0-2	0/ 284	0/ 286	1/ 346	1/ 480	2/ 641	3/ 912
0-3	17/ 5100	27/ 6953	30/ 8918	44/ 13031	69/ 20368	113/ 33113
0-3	5/ 1494	5/ 1706	7/ 2149	10/ 3021	15/ 4398	22/ 6508
0-4	149/ 43544	111/ 32636	159/ 46581	224/ 65677	328/ 95849	495/ 144737
0-4	14/ 4515	16/ 4717	21/ 6266	30/ 8899	44/ 13043	67/ 19014
0-5	2/ 612	2/ 723	3/ 921	4/ 1170	5/ 1574	7/ 2198
0-5	0/ 0	0/ 63	0/ 78	0/ 101	0/ 146	0/ 188
0-6	2/ 540	2/ 758	3/ 947	4/ 1214	5/ 1659	7/ 2228
0-6	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
0-7	27/ 7431	24/ 7779	38/ 11246	52/ 15314	74/ 21603	109/ 31967
0-7	6/ 1992	7/ 2183	10/ 3143	15/ 4431	22/ 6447	33/ 9723
0-8	8/ 2467	6/ 1819	7/ 2279	10/ 3098	15/ 4447	21/ 6416
0-8	0/ 0	0/ 137	0/ 167	0/ 217	0/ 291	1/ 404
0-9	743/ 224710	541/ 163826	729/ 213143	948/ 276923	1246/ 363908	1659/ 484854
0-9	0/ 116	1/ 402	1/ 541	2/ 663	3/ 965	4/ 1279
1-0	44/ 14234	74/ 21875	102/ 28743	152/ 44567	241/ 70484	381/ 111292
1-0	0/ 201	1/ 349	1/ 440	2/ 646	3/ 947	4/ 1406
1-1	156/ 45414	79/ 23187	110/ 32355	162/ 47459	244/ 71413	377/ 110336
1-1	0/ 254	0/ 95	0/ 172	0/ 197	1/ 304	1/ 485
1-2	5/ 1533	7/ 2263	10/ 3042	14/ 4232	20/ 5945	29/ 8564
1-2	0/ 94	0/ 127	0/ 172	0/ 240	1/ 345	1/ 514
1-3	15/ 4463	14/ 4369	20/ 5845	29/ 8628	44/ 13048	69/ 20437
1-3	0/ 243	0/ 180	0/ 240	1/ 358	1/ 542	3/ 860
1-4	0/ 0	1/ 351	1/ 561	2/ 770	4/ 1241	7/ 2129
1-4	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
1-5	0/ 207	1/ 321	1/ 421	1/ 579	2/ 821	4/ 1203
1-5	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
1-6	0/ 104	0/ 106	0/ 146	0/ 188	0/ 248	1/ 395
1-6	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
1-9	7/ 900	2/ 705	3/ 945	4/ 1423	7/ 2226	12/ 3541
1-9	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
2-0	80/ 23505	65/ 19204	85/ 25108	114/ 33381	157/ 46042	226/ 66189
2-0	1/ 413	1/ 402	1/ 515	2/ 676	3/ 916	4/ 1284
2-1	5/ 1501	7/ 2222	10/ 3026	14/ 4153	19/ 5810	28/ 8352
2-1	0/ 63	0/ 21	0/ 28	0/ 40	0/ 57	0/ 85



C-D	FLIGHTS	1972		1975		1980		1985		1990		1995	
		BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL
2-2	PASS	275/	80304	237/	69286	316/	92317	402/	117461	518/	151465	678/	198068
2-2	CARGO	0/	212	0/	106	0/	119	0/	181	0/	244	1/	300
2-3	PASS	15/	4568	50/	17471	70/	22942	105/	30942	144/	42008	198/	57873
2-3	CARGO	0/	106	0/	148	0/	192	0/	268	1/	387	1/	576
2-4	PASS	4/	1899	6/	1967	9/	2728	13/	3915	20/	5872	31/	9257
2-4	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
2-9	PASS	5/	1640	4/	1849	8/	2471	11/	3232	15/	4449	21/	6371
2-9	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
3-0	PASS	16/	4914	23/	6831	30/	8741	43/	12796	68/	19928	111/	32466
3-0	CARGO	4/	1378	5/	1568	6/	1975	9/	2777	13/	4034	20/	6056
3-1	PASS	15/	4571	16/	4923	22/	6591	33/	9680	49/	14543	77/	22496
3-1	CARGO	0/	222	0/	159	0/	211	1/	316	1/	487	2/	776
3-2	PASS	15/	4462	60/	20414	91/	26816	123/	36114	167/	49005	229/	67100
3-2	CARGO	0/	233	0/	222	0/	288	1/	402	1/	580	2/	865
3-3	PASS	272/	79435	291/	85132	375/	109649	546/	159712	811/	236830	1227/	358399
3-3	CARGO	0/	1685	0/	1653	7/	2111	10/	3153	16/	4887	26/	7760
3-4	PASS	9/	2746	10/	2921	13/	3949	20/	6103	33/	9843	57/	16832
3-4	CARGO	0/	137	0/	190	0/	246	1/	387	2/	604	3/	973
3-5	PASS	4/	1191	4/	1266	5/	1503	7/	2191	10/	3116	15/	4581
3-5	CARGO	0/	42	0/	74	0/	93	0/	128	0/	182	0/	267
3-8	PASS	9/	2730	8/	2409	10/	3055	13/	4052	19/	5541	26/	7738
3-8	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-0	PASS	150/	44064	112/	32884	160/	46906	226/	66179	330/	96606	499/	145058
4-0	CARGO	11/	3423	13/	4070	10/	5407	26/	7679	38/	11272	58/	17058
4-1	PASS	0/	0	1/	362	1/	517	2/	794	4/	1280	7/	2197
4-1	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-2	PASS	6/	2016	7/	2095	9/	2911	14/	4190	21/	6310	34/	10012
4-2	CARGO	0/	0	0/	0	0/	0	0/	0	0/	0	0/	0
4-3	PASS	9/	2778	9/	2649	12/	3506	18/	5523	30/	8886	51/	15131
4-3	CARGO	0/	137	0/	137	0/	185	0/	280	1/	436	2/	703
4-4	PASS	22663/	6676287	20973/	6124342	36603/	8930290	44993/	13138217	66462/	19404923	98722/	28826962
4-4	CARGO	193/	56529	145/	42537	206/	60349	315/	92046	496/	145010	808/	235952
4-5	PASS	124/	36413	109/	31966	147/	42907	203/	59370	288/	84143	421/	123163
4-5	CARGO	4/	1176	4/	1240	5/	1645	7/	2284	11/	3280	16/	4866
4-6	PASS	131/	38489	145/	42506	207/	60686	312/	91216	495/	144640	763/	222941
4-6	CARGO	3/	985	3/	1166	5/	1613	8/	2357	12/	3541	19/	5557
4-7	PASS	8/	2366	9/	2644	15/	4502	24/	7165	42/	12274	77/	22674
4-7	CARGO	0/	42	0/	53	0/	81	0/	123	0/	102	1/	311
4-9	PASS	44/	12921	34/	10733	52/	15303	74/	21830	109/	31944	165/	48283
4-9	CARGO	3/	1070	3/	1144	5/	1524	7/	2165	10/	3178	16/	4821

BEST AVAILABLE COPY

O-D	FLIGHTS	1972	1975	1980	1985	1990	1995
		BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL
5-0	PASS	2/ 601	2/ 681	2/ 849	3/ 1102	5/ 1423	7/ 2070
5-0	CARGO	0/ 0	0/ 42	0/ 42	0/ 67	0/ 90	0/ 125
5-1	PASS	0/ 217	1/ 332	1/ 436	2/ 596	2/ 849	4/ 1245
5-1	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
5-3	PASS	4/ 1234	4/ 1447	6/ 1821	8/ 2504	12/ 3541	17/ 5236
5-3	CARGO	0/ 95	0/ 127	0/ 149	0/ 219	1/ 312	1/ 458
5-4	PASS	124/ 3438	188/ 31565	145/ 42458	200/ 58625	284/ 83044	416/ 121409
5-4	CARGO	0/ 954	4/ 1325	6/ 1747	8/ 2441	12/ 3584	17/ 5199
5-5	PASS	303/ 8953	274/ 80886	346/ 101144	432/ 126293	550/ 160749	715/ 202360
5-5	CARGO	0/ 1738	6/ 1023	7/ 2248	9/ 2851	12/ 3724	17/ 5030
5-6	PASS	48/ 14050	64/ 18904	84/ 24670	110/ 32185	146/ 42656	197/ 57531
5-6	CARGO	1/ 347	0/ 286	1/ 349	1/ 492	2/ 676	3/ 942
5-7	PASS	6/ 1847	5/ 1660	8/ 2309	11/ 3304	16/ 4780	23/ 6905
5-7	CARGO	0/ 150	0/ 84	0/ 121	0/ 168	0/ 240	1/ 352
5-8	PASS	0/ 203	0/ 193	0/ 245	1/ 298	1/ 303	1/ 535
5-8	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
5-9	PASS	1/ 327	1/ 338	1/ 423	1/ 547	2/ 741	3/ 1011
5-9	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
6-0	PASS	0/ 17	1/ 350	1/ 441	1/ 560	2/ 742	3/ 1026
6-0	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
6-4	PASS	133/ 39125	148/ 43216	211/ 61746	318/ 92919	505/ 147857	777/ 227141
6-4	CARGO	0/ 816	3/ 1049	4/ 1451	7/ 2122	10/ 3205	17/ 5001
6-5	PASS	50/ 14044	38/ 11151	49/ 14478	65/ 19106	88/ 25846	123/ 36045
6-5	CARGO	0/ 284	1/ 360	1/ 445	2/ 619	2/ 842	4/ 1212
6-6	PASS	304/ 8833	325/ 95162	442/ 129153	605/ 176861	844/ 246559	1200/ 350457
6-6	CARGO	0/ 1600	3/ 901	4/ 1215	5/ 1701	8/ 2443	12/ 3645
6-7	PASS	17/ 5146	15/ 4627	23/ 6942	38/ 10044	51/ 15058	79/ 23215
6-7	CARGO	1/ 307	0/ 286	1/ 428	2/ 622	3/ 942	4/ 1445
6-9	PASS	0/ 0	0/ 21	0/ 27	0/ 37	0/ 42	0/ 76
6-9	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
7-0	PASS	24/ 7740	26/ 7605	37/ 11055	51/ 14973	72/ 21289	107/ 31256
7-0	CARGO	0/ 2300	0/ 2554	12/ 3677	17/ 5184	25/ 7544	38/ 11375
7-3	PASS	0/ 0	0/ 10	0/ 15	0/ 23	0/ 35	0/ 57
7-3	CARGO	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0	0/ 0
7-4	PASS	7/ 2196	0/ 2761	14/ 4375	23/ 6975	41/ 11944	75/ 21984
7-4	CARGO	0/ 84	0/ 84	0/ 140	0/ 197	1/ 308	1/ 498
7-5	PASS	5/ 1701	5/ 1614	7/ 2320	10/ 3196	15/ 4546	22/ 6680
7-5	CARGO	0/ 159	0/ 21	0/ 40	0/ 42	0/ 49	0/ 68
7-6	PASS	10/ 5559	14/ 4855	24/ 7273	36/ 10542	54/ 15777	83/ 24343
7-6	CARGO	0/ 137	0/ 233	1/ 349	1/ 506	2/ 740	4/ 1177

BEST AVAILABLE COPY

O-D	FLIGHTS	1972	1975	1980	1985	1990	1995
		BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL	BUSY DAY/ANNUAL
7-7	PASS	773/ 28/	674/ 25/	1119/ 41/	1658/ 62/	2520/ 97/	3970/ 155/
7-7	CARGO	25774/ 8215	196860/ 7324	327059/ 12144	484294/ 16282	735917/ 28367	1159240/ 45528
7-8	PASS	33/ 0/	38/ 0/	54/ 0/	76/ 0/	111/ 1/	169/ 1/
7-8	CARGO	9796/ 95	11154/ 137	15890/ 164	22284/ 268	32514/ 384	69531/ 568
7-9	PASS	1/ 0/	1/ 0/	2/ 0/	3/ 0/	4/ 0/	6/ 0/
7-9	CARGO	493/ 0/	423/ 0/	642/ 0/	918/ 0/	1374/ 0/	2001/ 0/
8-0	PASS	8/ 0/	6/ 0/	7/ 0/	10/ 0/	14/ 0/	21/ 0/
8-0	CARGO	2587/ 0/	1755/ 137	2254/ 167	3006/ 217	4344/ 291	6151/ 404
8-1	PASS	0/ 0/	0/ 0/	0/ 0/	0/ 0/	0/ 0/	1/ 0/
8-1	CARGO	106/ 0/	106/ 0/	176/ 0/	188/ 0/	248/ 0/	395/ 0/
8-3	PASS	9/ 0/	8/ 0/	10/ 0/	14/ 0/	19/ 0/	26/ 0/
8-3	CARGO	2681/ 0/	2430/ 0/	3071/ 0/	4088/ 0/	5682/ 0/	7813/ 0/
8-5	PASS	0/ 0/	0/ 0/	0/ 0/	1/ 0/	1/ 0/	1/ 0/
8-5	CARGO	203/ 0/	203/ 0/	247/ 0/	315/ 0/	414/ 0/	564/ 0/
8-7	PASS	33/ 0/	38/ 0/	54/ 0/	76/ 0/	111/ 0/	170/ 0/
8-7	CARGO	9801/ 190	11221/ 318	15985/ 447	22415/ 620	32763/ 847	49812/ 1312
8-8	PASS	86/ 0/	75/ 0/	92/ 0/	122/ 0/	169/ 0/	239/ 0/
8-8	CARGO	25202/ 53	21981/ 413	27084/ 401	35831/ 625	49517/ 823	69934/ 1121
8-9	PASS	0/ 0/	0/ 0/	0/ 0/	0/ 0/	0/ 0/	0/ 0/
8-9	CARGO	0/ 0/	54/ 0/	46/ 0/	87/ 0/	118/ 0/	166/ 0/
9-0	PASS	766/ 0/	167564/ 1038	217941/ 1264	283143/ 1710	372025/ 2346	495087/ 3300
9-0	CARGO	222058/ 1007	573/ 3/	746/ 4/	969/ 5/	1274/ 8/	1695/ 11/
9-1	PASS	3/ 0/	2/ 0/	3/ 0/	5/ 0/	8/ 0/	12/ 0/
9-1	CARGO	908/ 0/	763/ 0/	1041/ 0/	1521/ 0/	2340/ 0/	3685/ 0/
9-2	PASS	5/ 0/	6/ 0/	8/ 0/	10/ 0/	15/ 0/	21/ 0/
9-2	CARGO	1654/ 0/	1026/ 0/	2421/ 0/	3193/ 0/	4396/ 0/	6298/ 0/
9-4	PASS	41/ 0/	36/ 0/	51/ 0/	73/ 0/	107/ 0/	162/ 0/
9-4	CARGO	1268/ 169	10546/ 477	15124/ 645	21448/ 902	31303/ 1374	47429/ 2008
9-5	PASS	1/ 0/	1/ 0/	1/ 0/	1/ 0/	2/ 0/	3/ 0/
9-5	CARGO	338/ 0/	338/ 0/	493/ 0/	547/ 0/	731/ 0/	1011/ 0/
9-6	PASS	0/ 0/	0/ 0/	0/ 0/	0/ 0/	1/ 0/	1/ 0/
9-6	CARGO	113/ 0/	141/ 0/	196/ 0/	266/ 0/	374/ 0/	544/ 0/
9-7	PASS	0/ 0/	0/ 0/	1/ 0/	1/ 0/	2/ 0/	3/ 0/
9-7	CARGO	275/ 0/	202/ 0/	310/ 0/	435/ 0/	670/ 0/	941/ 0/
9-8	PASS	0/ 0/	0/ 0/	0/ 0/	0/ 0/	0/ 0/	0/ 0/
9-8	CARGO	0/ 0/	54/ 0/	46/ 0/	87/ 0/	118/ 0/	166/ 0/
9-9	PASS	18/ 0/	171/ 0/	222/ 0/	287/ 0/	373/ 0/	487/ 0/
9-9	CARGO	5427/ 0/	50223/ 10	65019/ 13	84065/ 17	109149/ 23	142446/ 33



APPENDIX D  
IAC ESTIMATES BY IACs

## APPENDIX D

### IAC ESTIMATES BY IAC AREAS

This appendix presents Atlantic, Indian, and Pacific basin flight activity estimates on an individual IAC area basis. Base year (1975) estimates and forecasts were developed for "scheduled only" and for "all traffic" (including "nonscheduled" civil and military charter and not-for-hire traffic). The forecasts were developed on the basis of optimistic (HI case) and pessimistic (LO case) assumptions respecting the future growth of air traffic and its basic parameters as described in the Summary Report.

Estimates for the base and forecast periods were developed for "all stage lengths", for stage lengths "less than and equal to 400 nautical miles" and for stage lengths "greater than 400 n.m." The forecast period for all basins was through 1995. Estimates were developed for five-year intervals for the Atlantic basin, providing forecasts for 1980, 1985, 1990 and 1995. For the Indian and Pacific basins, longer term forecasts were deemed adequate and forecasts were developed for the years 1985 and 1995.

We have chosen to present the forecasts in this appendix by individual IAC area for the "scheduled only" traffic associated with the LO case for the Atlantic basin and for the HI case for the Indian and Pacific basins. Traffic forecasts for the three basins as a whole for both scenarios and types of traffic are presented in the Summary Report.

Our choice of forecasts to be presented here is based on the following conclusions:

- Our optimistic assumptions for traffic growth in the Atlantic basin postulates growth parameters and rates that, while attainable, may be difficult to realize in relatively mature markets

such as the major routes in the Atlantic basin. We therefore regard the lower growth rates as more probable in that basin.

- Conversely, not only are the Indian and Pacific markets less developed than the major Atlantic routes and more in a state of flux, but, for reasons explained in the Summary Report, the lack of true origin-destination traffic flow data may have made it impossible for us to fully reflect the traffic elasticity potential of the Indian and Pacific theater and hence to somewhat understate the possible growth. Therefore, we believe that our optimistic or high forecasts for the Indian/Pacific routes more truly reflect the probable traffic growth and peak IACs for the areas.
- We have chosen to present the "scheduled only" forecasts since this is based on relatively solid traffic data from ICAO and actual schedule times and diurnal patterns from the OAG.<sup>1</sup> The forecasts on nonscheduled civil and military charter and not-for-hire traffic are based more on concepts and assumptions than hard data.

The overview to the summary report describes the form and location available of the high and low "scheduled only" forecasts for the Atlantic and Pacific/Indian basins respectively and the high and low "all traffic" forecasts for all basins of peak IACs by IAC area.

In each case, data are supplied on the busy entry hour and the number of entries during that hour; the busy operations hour and the number of operations during that hour; the busy flight hour and the number of flight hours in that hour; and the IAC for the busy hour. The "flights" figure, which is shown at the top of each page for each case, is the number of flights involved in busy day counts.

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<sup>1</sup> Copyright 1975, by the Reuben H. Donnelley Corporation, New York, N. Y.



PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN:  
1975 SCHEDULED TRAFFIC ONLY

TOTAL: 6243.0 FLIGHTS

	<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC For</u>
	<u>Hr</u>	<u>Entries</u>	<u>Hr</u>	<u>OPS</u>	<u>Hr</u>	<u>Flite</u>	<u>Busy FHR</u>
<u>Flights of All Stage Lengths</u>							
Basin	14.	432.0	14.	401.5	16.	505.0	515.0
IAC A-1	13.	6.0	19.	5.5	18.	12.3	13.0
IAC A-2	16.	40.0	4.	38.5	17.	84.7	87.0
IAC A-3	4.	44.0	5.	33.5	5.	56.9	60.0
IAC A-4	9.	15.0	9.	14.5	3.	17.7	19.0
IAC A-5	4.	11.0	4.	8.5	6.	17.2	19.0
IAC A-6	20.	16.0	20.	14.0	9.	15.6	18.0
IAC A-7	9.	60.0	9.	52.5	9.	48.0	56.0
IAC A-8	8.	65.0	8.	65.5	8.	60.4	66.0
IAC A-9	7.	3.0	7.	2.5	3.	1.9	2.0
IAC A-10	24.	2.0	24.	2.0	17.	.4	1.0
IAC A-11	1.	6.0	1.	5.0	18.	4.4	6.0
IAC A-12	22.	8.0	22.	5.5	22.	4.9	7.0
IAC A-13	15.	18.0	15.	13.0	15.	15.2	18.0
IAC A-14	24.	6.0	5.	4.0	5.	4.8	5.0
IAC A-15	16.	11.0	16.	9.5	16.	5.2	10.0
IAC A-16	19.	46.0	19.	46.0	19.	29.0	35.0
IAC A-17	21.	14.0	18.	12.0	18.	7.3	9.0
IAC A-18	21.	77.0	21.	77.5	17.	38.2	42.0
IAC A-19	17.	7.0	17.	5.5	17.	3.9	5.0
IAC A-20	20.	40.0	20.	33.0	18.	25.0	31.0
IAC A-21	21.	56.0	17.	54.0	21.	30.1	35.0
IAC A-22	14.	28.0	21.	27.5	16.	8.8	13.0
IAC A-23	23.	52.0	23.	47.0	24.	22.1	30.0
IAC A-24	13.	22.0	13.	21.5	22.	10.1	12.0
IAC A-25	12.	127.0	14.	125.5	13.	128.6	134.0

Flights of 400 Nautical Miles or Less

Basin	14.	317.0	14.	316.0	14.	204.1	223.0
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	7.0	9.	6.5	11.	3.3	5.0
IAC A-5	17.	6.0	17.	4.5	18.	2.8	3.0
IAC A-6	11.	9.0	11.	8.5	16.	5.5	7.0
IAC A-7	9.	39.0	9.	34.5	9.	28.2	32.0
IAC A-8	8.	57.0	8.	53.0	8.	40.0	44.0
IAC A-9	7.	3.0	7.	2.5	7.	.8	2.0
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	3.0	15.	2.5	20.	.3	1.0
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	24.0	20.	26.5	21.	14.4	19.0
IAC A-17	20.	6.0	20.	5.5	19.	2.6	4.0
IAC A-18	21.	68.0	21.	65.0	21.	26.6	34.0
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	9.0	14.	7.5	16.	5.8	8.0
IAC A-21	14.	36.0	14.	35.0	16.	16.4	18.0
IAC A-22	13.	26.0	13.	25.5	14.	6.2	9.0
IAC A-23	14.	36.0	14.	31.5	15.	13.9	16.0
IAC A-24	12.	20.0	13.	19.5	19.	7.6	10.0
IAC A-25	12.	94.0	14.	95.5	13.	75.8	83.0

Flights of Longer than 400 Nautical Miles

Basin	15.	127.0	18.	123.5	16.	317.2	326.0
IAC A-1	13.	6.0	19.	5.5	18.	12.3	13.0
IAC A-2	16.	40.0	4.	38.5	17.	84.7	87.0
IAC A-3	4.	44.0	5.	33.5	5.	56.9	60.0
IAC A-4	2.	11.0	5.	10.5	3.	17.7	19.0
IAC A-5	4.	11.0	4.	8.5	6.	17.2	19.0
IAC A-6	6.	8.0	13.	7.5	9.	14.1	16.0
IAC A-7	9.	21.0	17.	20.5	2.	39.3	43.0
IAC A-8	6.	19.0	9.	15.0	7.	22.9	25.0
IAC A-9	1.	2.0	1.	1.5	3.	1.9	2.0
IAC A-10	24.	2.0	24.	2.0	17.	.4	1.0
IAC A-11	1.	6.0	1.	5.0	18.	4.2	5.0
IAC A-12	22.	8.0	22.	5.5	22.	4.9	7.0
IAC A-13	15.	18.0	15.	13.0	15.	15.2	18.0
IAC A-14	24.	6.0	5.	4.0	5.	4.8	5.0
IAC A-15	16.	11.0	16.	9.5	16.	5.2	10.0
IAC A-16	19.	27.0	19.	27.5	19.	15.9	23.0
IAC A-17	21.	9.0	18.	7.0	18.	5.6	7.0
IAC A-18	16.	18.0	18.	20.5	17.	25.0	27.0
IAC A-19	17.	7.0	17.	5.5	17.	3.9	5.0
IAC A-20	20.	33.0	20.	26.5	18.	20.9	26.0
IAC A-21	19.	30.0	19.	26.5	21.	19.2	23.0
IAC A-22	16.	7.0	23.	7.0	16.	3.0	5.0
IAC A-23	23.	22.0	23.	19.0	24.	10.1	14.0
IAC A-24	18.	8.0	18.	8.0	22.	6.4	8.0
IAC A-25	22.	36.0	18.	38.0	16.	60.9	65.0

PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN:  
1980 SCHEDULED TRAFFIC ONLY

TOTAL: 7198.4 FLIGHTS

	<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC For</u>
	<u>Hr</u>	<u>Entries</u>	<u>Hr</u>	<u>OPS</u>	<u>Hr</u>	<u>Flrs</u>	<u>Busy FHR</u>
<u>Flights of All Stage Lengths</u>							
Basin	14.	498.4	14.	462.5	16.	583.0	594.0
IAC A-1	13.	7.1	19.	6.5	18.	14.5	15.3
IAC A-2	16.	47.2	4.	45.4	17.	100.0	102.7
IAC A-3	4.	51.9	5.	39.6	5.	67.2	70.9
IAC A-4	9.	17.2	9.	16.6	3.	21.1	22.7
IAC A-5	4.	12.8	4.	9.9	6.	20.1	22.2
IAC A-6	20.	18.1	20.	15.8	9.	17.9	20.7
IAC A-7	9.	67.2	9.	58.8	9.	54.0	63.1
IAC A-8	8.	72.2	8.	72.7	8.	67.2	73.3
IAC A-9	7.	3.3	7.	2.8	3.	2.1	2.2
IAC A-10	24.	2.2	24.	2.2	17.	.5	1.2
IAC A-11	1.	7.1	1.	5.9	18.	5.2	7.1
IAC A-12	22.	9.1	22.	6.3	22.	5.6	8.0
IAC A-13	15.	20.5	15.	14.8	15.	17.3	20.5
IAC A-14	24.	7.2	5.	4.8	5.	5.8	6.0
IAC A-15	16.	12.5	16.	10.8	16.	5.9	11.4
IAC A-16	19.	52.9	19.	52.9	19.	33.3	40.1
IAC A-17	21.	16.1	18.	13.8	18.	8.4	10.3
IAC A-18	21.	89.8	21.	90.3	17.	44.1	48.5
IAC A-19	17.	8.2	17.	6.4	17.	4.6	5.6
IAC A-20	20.	46.7	20.	38.6	18.	29.1	36.0
IAC A-21	21.	65.9	17.	64.1	21.	35.5	41.3
IAC A-22	14.	32.8	21.	32.1	16.	10.2	15.1
IAC A-23	23.	60.4	23.	54.5	24.	25.7	34.9
IAC A-24	20.	25.7	13.	25.1	22.	12.0	14.3
IAC A-25	12.	144.9	14.	143.5	13.	147.0	153.2

<u>Flights of 400 Nautical Miles or Less</u>							
Basin	14.	365.2	14.	363.9	14.	234.0	255.9
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	7.8	9.	7.2	11.	3.7	5.5
IAC A-5	17.	6.7	17.	5.0	18.	3.1	3.3
IAC A-6	11.	10.3	11.	9.7	16.	6.2	7.9
IAC A-7	9.	43.3	9.	38.3	9.	31.3	35.5
IAC A-8	8.	63.3	8.	58.8	8.	44.4	48.8
IAC A-9	7.	3.3	7.	2.8	7.	.9	2.2
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	3.5	15.	2.9	20.	.4	1.2
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	27.7	20.	30.6	21.	16.5	21.7
IAC A-17	20.	7.0	20.	6.4	19.	3.0	4.7
IAC A-18	21.	79.6	21.	76.0	21.	31.1	39.8
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	10.8	16.	9.0	16.	6.9	9.6
IAC A-21	14.	43.3	14.	42.0	16.	19.8	21.7
IAC A-22	13.	30.4	13.	29.8	14.	7.3	10.5
IAC A-23	14.	41.9	16.	36.9	15.	16.4	18.8
IAC A-24	12.	23.4	13.	22.8	19.	8.9	18.8
IAC A-25	12.	107.4	14.	109.3	13.	86.7	94.9

<u>Flights of Longer than 400 Nautical Miles</u>							
Basin	15.	146.5	18.	142.4	16.	367.9	378.1
IAC A-1	13.	7.1	19.	6.5	18.	14.5	15.3
IAC A-2	16.	47.2	4.	45.4	17.	100.0	102.7
IAC A-3	4.	51.9	5.	39.6	5.	67.2	70.9
IAC A-4	2.	13.1	5.	12.4	3.	21.1	22.7
IAC A-5	4.	12.8	4.	9.9	6.	20.1	22.2
IAC A-6	6.	9.1	13.	8.5	9.	16.2	18.4
IAC A-7	18.	24.0	18.	23.6	2.	46.0	50.3
IAC A-8	6.	21.3	9.	16.7	7.	25.5	27.9
IAC A-9	1.	2.4	1.	1.8	3.	2.1	2.2
IAC A-10	24.	2.2	24.	2.2	17.	.5	1.2
IAC A-11	1.	7.1	1.	5.9	18.	5.0	5.9
IAC A-12	22.	9.1	22.	6.3	22.	5.6	8.0
IAC A-13	15.	20.5	15.	14.8	15.	17.3	20.5
IAC A-14	24.	7.2	5.	4.8	5.	5.8	6.0
IAC A-15	16.	12.5	16.	10.8	16.	5.9	11.4
IAC A-16	19.	31.0	19.	31.6	19.	18.3	26.4
IAC A-17	21.	10.3	18.	8.0	18.	6.4	8.0
IAC A-18	16.	20.6	18.	23.5	17.	28.7	31.0
IAC A-19	17.	8.2	17.	6.4	17.	4.6	5.8
IAC A-20	20.	38.4	20.	30.8	20.	24.4	31.5
IAC A-21	19.	34.8	21.	30.8	21.	22.5	26.9
IAC A-22	16.	8.0	23.	8.1	16.	3.5	5.8
IAC A-23	23.	25.5	23.	22.0	24.	11.8	16.2
IAC A-24	18.	9.2	18.	9.3	22.	7.6	9.6
IAC A-25	22.	41.1	18.	43.5	16.	69.6	74.3

PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN:  
1985 SCHEDULED TRAFFIC ONLY

TOTAL: 8503.8 FLIGHTS

	<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC For</u>
	<u>HR</u>	<u>Entries</u>	<u>HR</u>	<u>OPS</u>	<u>HR</u>	<u>Flite</u>	<u>Busy FHR</u>
<u>Flights of All Stage Lengths</u>							
Basin	14.	589.7	14.	546.3	16.	692.3	705.1
IAC A-1	13.	8.6	19.	7.8	16.	17.5	18.5
IAC A-2	16.	56.9	4.	54.8	17.	120.5	123.8
IAC A-3	4.	62.7	5.	47.7	5.	81.0	85.4
IAC A-4	9.	19.6	9.	18.9	3.	26.2	28.0
IAC A-5	4.	15.6	4.	12.0	6.	24.7	27.3
IAC A-6	20.	21.9	20.	19.1	9.	21.8	25.1
IAC A-7	9.	74.3	9.	64.9	9.	59.9	70.1
IAC A-8	8.	78.8	8.	79.3	8.	73.4	80.0
IAC A-9	7.	3.6	7.	3.0	3.	2.3	2.4
IAC A-10	24.	2.5	24.	2.5	17.	.6	1.4
IAC A-11	1.	8.6	1.	7.2	18.	6.2	8.4
IAC A-12	22.	10.4	22.	7.2	22.	6.4	9.1
IAC A-13	15.	23.3	15.	16.8	15.	19.7	23.3
IAC A-14	24.	8.5	5.	5.9	5.	7.0	7.4
IAC A-15	16.	14.2	16.	12.3	16.	6.7	12.9
IAC A-16	19.	60.9	19.	60.7	19.	38.2	46.2
IAC A-17	21.	18.2	18.	15.6	18.	9.5	11.7
IAC A-18	21.	100.9	21.	101.5	17.	50.1	55.0
IAC A-19	17.	9.8	17.	7.7	17.	5.5	7.0
IAC A-20	20.	55.4	20.	45.7	18.	34.3	42.6
IAC A-21	17.	78.8	17.	77.5	21.	42.5	49.1
IAC A-22	14.	36.7	21.	36.1	16.	11.5	17.0
IAC A-23	23.	74.5	23.	67.3	24.	31.8	43.0
IAC A-24	20.	29.4	13.	28.3	22.	14.1	16.8
IAC A-25	12.	182.1	14.	180.6	13.	185.0	193.0

Flights of 400 Nautical Miles or Less

Basin	14.	429.6	14.	428.0	14.	276.1	301.9
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	8.5	9.	7.9	11.	4.0	6.0
IAC A-5	17.	7.3	17.	5.4	18.	3.4	3.6
IAC A-6	11.	13.0	11.	12.1	16.	7.5	9.6
IAC A-7	9.	47.2	9.	41.7	9.	34.1	38.7
IAC A-8	8.	69.0	8.	64.1	8.	48.4	53.2
IAC A-9	7.	3.6	7.	3.0	7.	1.0	2.4
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	3.9	15.	3.3	20.	.4	1.3
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	31.2	20.	34.5	21.	18.6	24.6
IAC A-17	20.	7.9	20.	7.2	19.	3.4	5.2
IAC A-18	21.	89.1	21.	85.1	21.	34.8	44.5
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	13.4	16.	11.0	16.	8.1	11.6
IAC A-21	14.	52.8	14.	51.2	16.	24.1	26.5
IAC A-22	13.	34.1	13.	33.4	14.	8.1	11.8
IAC A-23	14.	52.6	14.	46.0	15.	20.5	23.7
IAC A-24	12.	26.2	13.	25.6	19.	10.0	13.1
IAC A-25	12.	135.6	14.	138.0	13.	109.4	119.9

Flights Longer than 400 Nautical Miles

Basin	15.	173.6	18.	169.4	16.	438.8	450.8
IAC A-1	13.	8.6	19.	7.8	18.	17.5	18.5
IAC A-2	16.	56.9	4.	54.8	17.	120.5	123.8
IAC A-3	4.	62.7	5.	47.7	5.	81.0	85.4
IAC A-4	2.	16.5	5.	14.9	3.	26.2	28.0
IAC A-5	4.	15.6	4.	12.0	6.	24.7	27.3
IAC A-6	8.	10.9	13.	10.1	9.	19.8	22.5
IAC A-7	18.	27.3	18.	27.0	2.	53.9	59.3
IAC A-8	6.	23.5	9.	18.3	7.	27.9	30.6
IAC A-9	1.	2.8	1.	2.1	3.	2.3	2.4
IAC A-10	24.	2.5	24.	2.5	17.	.6	1.4
IAC A-11	1.	8.6	1.	7.2	18.	6.0	7.1
IAC A-12	22.	10.4	22.	7.2	22.	6.4	9.1
IAC A-13	15.	23.3	15.	16.8	15.	19.7	23.3
IAC A-14	24.	8.5	5.	5.9	5.	7.0	7.4
IAC A-15	16.	14.2	16.	12.3	16.	6.7	12.9
IAC A-16	19.	36.2	19.	36.7	19.	21.3	30.7
IAC A-17	21.	11.7	18.	9.1	18.	7.2	9.1
IAC A-18	16.	23.5	18.	27.0	17.	32.8	35.5
IAC A-19	17.	9.8	17.	7.7	17.	5.5	7.0
IAC A-20	20.	45.5	20.	36.5	20.	29.0	37.4
IAC A-21	19.	41.1	21.	36.2	21.	27.0	32.2
IAC A-22	16.	9.0	23.	9.2	16.	3.9	6.5
IAC A-23	23.	30.7	23.	26.4	24.	14.4	19.5
IAC A-24	18.	10.8	18.	10.9	22.	9.2	11.6
IAC A-25	22.	51.3	18.	54.3	16.	87.5	93.6



PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN  
1990 SCHEDULED TRAFFIC ONLY

TOTAL: 10260.6 FLIGHTS

<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC For</u>	
<u>HR</u>	<u>Entries</u>	<u>HR</u>	<u>OPS</u>	<u>Hr</u>	<u>Flite</u>	<u>Busy FHR</u>	
<u>Flights of All Stage Lengths</u>							
Basin	14.	712.4	14.	658.8	16.	838.9	853.9
IAC A-1	13.	10.5	19.	9.6	18.	21.5	22.7
IAC A-2	16.	70.0	4.	67.4	17.	148.2	152.3
IAC A-3	4.	77.0	5.	58.7	5.	99.6	105.1
IAC A-4	9.	23.1	9.	22.2	3.	33.1	35.4
IAC A-5	4.	19.3	4.	14.8	6.	31.2	34.5
IAC A-6	20.	27.0	20.	23.5	9.	27.0	31.2
IAC A-7	9.	84.2	9.	73.4	9.	68.1	79.9
IAC A-8	8.	88.1	8.	88.6	8.	82.1	89.4
IAC A-9	7.	4.0	7.	3.4	3.	2.6	2.7
IAC A-10	24.	2.8	24.	2.8	17.	.7	1.8
IAC A-11	1.	10.7	1.	9.0	18.	7.7	10.2
IAC A-12	22.	12.0	22.	8.3	22.	7.4	10.5
IAC A-13	15.	26.8	15.	19.3	15.	22.6	26.8
IAC A-14	24.	10.3	5.	7.4	5.	8.7	9.2
IAC A-15	16.	16.3	16.	14.1	16.	7.7	14.8
IAC A-16	19.	71.1	19.	70.9	19.	44.6	54.0
IAC A-17	21.	21.0	18.	17.9	18.	10.9	13.5
IAC A-18	21.	115.9	21.	116.5	20.	57.9	64.3
IAC A-19	17.	11.9	17.	9.3	17.	6.6	8.5
IAC A-20	20.	66.7	20.	55.0	18.	41.1	51.1
IAC A-21	17.	97.0	17.	95.2	21.	51.6	59.6
IAC A-22	14.	42.0	21.	41.5	16.	13.2	19.4
IAC A-23	23.	93.3	23.	84.4	24.	39.9	53.8
IAC A-24	20.	34.4	13.	32.6	22.	16.9	20.2
IAC A-25	12.	231.8	14.	230.1	13.	235.8	246.0

Flights of 400 Nautical Miles or Less

Basin	14.	516.2	14.	514.2	14.	332.8	363.7
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	9.4	9.	8.8	11.	4.5	6.7
IAC A-5	17.	8.1	17.	6.1	18.	3.8	4.0
IAC A-6	11.	16.6	11.	15.4	16.	9.2	11.9
IAC A-7	9.	52.6	9.	46.6	9.	38.1	43.2
IAC A-8	8.	76.9	8.	71.5	8.	54.0	59.4
IAC A-9	7.	4.0	7.	3.4	7.	1.1	2.7
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	4.5	15.	3.8	20.	.4	1.5
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	35.8	20.	39.5	21.	21.4	28.2
IAC A-17	20.	9.0	20.	8.3	19.	3.9	6.0
IAC A-18	21.	102.0	21.	97.5	21.	39.9	51.0
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	16.8	16.	13.6	16.	9.8	14.3
IAC A-21	14.	65.7	15.	63.9	16.	30.0	33.1
IAC A-22	13.	39.0	13.	38.2	14.	9.3	13.5
IAC A-23	14.	66.7	14.	58.5	15.	26.1	30.2
IAC A-24	12.	30.0	13.	29.4	19.	11.4	15.0
IAC A-25	12.	173.3	14.	176.2	13.	139.7	153.2

Flights Longer than 400 Nautical Miles

Basin	15.	209.6	18.	205.5	16.	533.7	548.0
IAC A-1	13.	10.5	19.	9.6	18.	21.5	22.7
IAC A-2	16.	70.0	4.	67.4	17.	148.2	152.3
IAC A-3	4.	77.0	5.	58.7	5.	99.6	105.1
IAC A-4	2.	21.2	5.	18.3	3.	33.1	35.4
IAC A-5	4.	19.3	4.	14.8	6.	31.2	34.5
IAC A-6	8.	13.4	13.	12.2	9.	24.6	28.0
IAC A-7	18.	31.9	18.	31.7	2.	65.0	71.8
IAC A-8	6.	26.6	9.	20.6	7.	31.3	34.4
IAC A-9	1.	3.4	1.	2.5	3.	2.6	2.7
IAC A-10	24.	2.8	24.	2.8	17.	.7	1.8
IAC A-11	1.	10.7	1.	9.0	18.	7.3	8.8
IAC A-12	22.	12.0	22.	8.3	22.	7.4	10.5
IAC A-13	15.	26.8	15.	19.3	15.	22.6	26.8
IAC A-14	24.	10.3	5.	7.4	5.	8.7	9.2
IAC A-15	16.	16.3	16.	14.1	16.	7.7	14.8
IAC A-16	19.	42.8	19.	43.4	19.	25.1	36.2
IAC A-17	21.	13.5	18.	10.4	18.	8.3	10.5
IAC A-18	16.	27.1	18.	31.6	17.	38.0	41.3
IAC A-19	17.	11.9	17.	9.3	17.	6.6	8.5
IAC A-20	20.	54.8	20.	43.8	20.	35.0	45.0
IAC A-21	19.	49.4	21.	43.2	21.	32.9	39.0
IAC A-22	16.	10.4	23.	10.8	16.	4.5	7.4
IAC A-23	23.	37.6	23.	32.4	24.	17.8	23.9
IAC A-24	18.	12.8	18.	13.0	22.	11.4	14.3
IAC A-25	22.	64.9	18.	68.8	16.	111.5	119.4

PEAK IAC CALCULATIONS BY IAC AREA FOR THE ATLANTIC OCEAN BASIN  
1995 SCHEDULED TRAFFIC ONLY

TOTAL: 12435.0 FLIGHTS

	<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC For</u>
	<u>HR</u>	<u>Entries</u>	<u>HR</u>	<u>OPS</u>	<u>Hr</u>	<u>Flts</u>	<u>Busy FHR</u>
<u>Flights of All Stage Lengths</u>							
Basin	14.	864.4	14.	798.3	16.	1020.2	1038.1
IAC A-1	13.	12.9	19.	11.8	18.	26.4	27.9
IAC A-2	16.	86.0	4.	82.8	17.	182.1	187.1
IAC A-3	4.	94.6	5.	72.0	5.	122.4	129.0
IAC A-4	9.	27.3	9.	26.1	3.	41.8	44.6
IAC A-5	4.	24.0	4.	18.3	6.	39.2	43.4
IAC A-6	20.	33.5	20.	29.0	9.	33.6	38.8
IAC A-7	9.	95.8	9.	83.2	2.	78.3	87.0
IAC A-8	8.	98.7	8.	99.2	8.	92.1	100.2
IAC A-9	7.	4.5	7.	3.8	3.	2.9	3.0
IAC A-10	24.	3.2	24.	3.2	17.	.9	2.2
IAC A-11	1.	13.3	1.	11.1	18.	9.4	12.5
IAC A-12	22.	13.9	22.	9.7	22.	8.5	12.2
IAC A-13	15.	30.9	15.	22.3	15.	26.1	30.9
IAC A-14	24.	12.4	5.	9.2	5.	10.8	11.5
IAC A-15	16.	18.7	16.	16.2	16.	8.9	17.0
IAC A-16	19.	83.3	19.	82.9	19.	52.1	63.3
IAC A-17	21.	24.2	18.	20.6	18.	12.5	15.6
IAC A-18	21.	132.5	21.	133.3	20.	66.9	74.3
IAC A-19	17.	14.5	17.	11.4	17.	8.1	10.3
IAC A-20	20.	80.6	20.	66.4	18.	49.5	61.6
IAC A-21	17.	119.9	17.	117.6	21.	63.0	72.5
IAC A-22	14.	47.9	21.	47.6	16.	15.0	22.2
IAC A-23	23.	117.3	23.	106.2	24.	50.3	67.7
IAC A-24	20.	40.1	13.	37.5	22.	20.3	24.3
IAC A-25	12.	296.2	14.	294.4	13.	301.5	314.8

Flights of 400 Nautical Miles or Less

Basin	14.	623.5	14.	620.7	14.	403.4	440.6
IAC A-1	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-2	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-3	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-4	9.	10.6	9.	9.8	11.	5.0	7.5
IAC A-5	17.	9.1	17.	6.8	18.	4.2	4.5
IAC A-6	11.	21.2	11.	19.6	16.	11.4	14.8
IAC A-7	9.	58.9	9.	52.1	9.	42.6	48.3
IAC A-8	8.	86.1	8.	80.0	8.	60.4	66.4
IAC A-9	7.	4.5	7.	3.8	7.	1.2	3.0
IAC A-10	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-11	15.	5.1	15.	4.3	20.	.5	1.7
IAC A-12	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-13	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-14	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-15	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-16	20.	40.9	20.	45.2	21.	24.5	32.3
IAC A-17	20.	10.3	20.	9.4	19.	4.4	6.8
IAC A-18	21.	116.3	21.	111.1	21.	45.5	58.1
IAC A-19	0.	0.0	0.	0.0	0.	0.0	0.0
IAC A-20	16.	21.1	16.	16.9	16.	11.9	17.8
IAC A-21	14.	82.0	15.	80.3	16.	37.4	41.4
IAC A-22	13.	44.5	13.	43.6	14.	10.6	15.4
IAC A-23	14.	85.1	14.	74.6	15.	33.4	38.7
IAC A-24	12.	34.2	13.	33.6	19.	13.0	17.1
IAC A-25	12.	222.3	14.	225.8	13.	179.1	196.5

Flights Longer than 400 Nautical Miles

Basin	15.	254.0	18.	250.2	16.	650.6	667.8
IAC A-1	13.	12.9	19.	11.8	18.	26.4	27.9
IAC A-2	16.	86.0	4.	82.8	17.	182.1	187.1
IAC A-3	4.	94.6	5.	72.0	5.	122.4	129.0
IAC A-4	2.	27.1	5.	22.5	3.	41.8	44.6
IAC A-5	4.	24.0	4.	18.3	6.	39.2	43.4
IAC A-6	8.	16.5	13.	14.8	9.	30.6	34.9
IAC A-7	18.	37.3	18.	37.3	2.	78.3	87.0
IAC A-8	6.	30.2	9.	23.2	7.	35.2	38.8
IAC A-9	1.	4.1	1.	3.0	3.	2.9	3.0
IAC A-10	24.	3.2	24.	3.2	17.	.9	2.2
IAC A-11	1.	13.3	1.	11.1	18.	9.0	10.7
IAC A-12	22.	13.9	22.	9.7	22.	8.5	12.2
IAC A-13	15.	30.9	15.	22.3	15.	26.1	30.9
IAC A-14	24.	12.4	5.	9.2	5.	10.8	11.5
IAC A-15	16.	18.7	16.	16.2	16.	8.9	17.0
IAC A-16	19.	50.9	19.	51.4	19.	29.8	42.9
IAC A-17	21.	15.6	18.	12.0	18.	9.6	12.2
IAC A-18	16.	31.4	18.	37.0	17.	44.2	48.1
IAC A-19	17.	14.5	17.	11.4	17.	8.1	10.3
IAC A-20	20.	66.2	20.	52.9	20.	42.4	54.3
IAC A-21	19.	59.5	21.	51.7	21.	40.2	47.6
IAC A-22	16.	11.9	23.	12.5	16.	5.1	8.5
IAC A-23	23.	46.1	23.	39.8	24.	22.1	29.4
IAC A-24	18.	15.4	18.	15.5	22.	14.0	17.7
IAC A-25	22.	82.4	18.	87.4	16.	142.4	152.8

**PEAK IAC CALCULATIONS BY IAC AREA FOR THE INDIAN OCEAN BASIN:  
1975 SCHEDULED TRAFFIC ONLY**

	<u>Busy Entry</u>	<u>Busy OPS</u>	<u>Busy Flite</u>	<u>IAC For</u>
	<u>Hr Entries</u>	<u>Hr OPS</u>	<u>Hr Flhrs</u>	<u>Busy Fhr</u>
<u>Flights of All Stage Lengths</u>				
Basin	5. 167.0	5. 159.5	6. 205.1	226.0
IAC I-1	4. 52.0	4. 43.5	6. 54.7	58.0
IAC I-2	2. 26.0	4. 27.0	7. 27.8	31.0
IAC I-3	4. 10.0	4. 10.5	16. 9.8	12.0
IAC I-4	3. 53.0	3. 52.5	3. 64.7	71.0
IAC I-5	5. 32.0	7. 32.0	7. 30.9	35.0
IAC I-6	6. 11.0	5. 9.0	6. 8.2	12.0
IAC I-7	5. 14.0	7. 12.5	6. 14.4	16.0
IAC I-8	1. 7.0	2. 4.5	2. 8.1	9.0
IAC I-9	3. 18.0	3. 14.0	4. 13.2	16.0
IAC I-10	4. 8.0	7. 7.5	7. 16.1	19.0

<u>Flights of 400 Nautical Miles or Less</u>				
Basin	4. 107.0	4. 101.0	6. 88.0	96.0
IAC I-1	1. 39.0	2. 35.5	6. 24.9	27.0
IAC I-2	1. 17.0	2. 18.0	3. 15.6	17.0
IAC I-3	2. 5.0	2. 4.5	7. 2.4	3.0
IAC I-4	3. 36.0	5. 37.0	3. 32.4	37.0
IAC I-5	6. 18.0	6. 19.5	7. 14.1	17.0
IAC I-6	5. 8.0	5. 6.5	7. 5.1	7.0
IAC I-7	2. 5.0	2. 4.5	6. 2.5	3.0
IAC I-8	1. 4.0	1. 2.0	2. 3.9	5.0
IAC I-9	6. 3.0	6. 2.5	1. 1.9	2.0
IAC I-10	2. 1.0	2. .5	3. 1.0	1.0

<u>Flights Longer than 400 Nautical Miles</u>				
Basin	6. 68.0	5. 58.5	7. 119.7	128.0
IAC I-1	4. 21.0	4. 17.0	6. 29.8	31.0
IAC I-2	4. 14.0	4. 13.0	10. 16.9	19.0
IAC I-3	4. 9.0	4. 9.0	16. 9.8	12.0
IAC I-4	1. 18.0	7. 17.0	3. 32.3	35.0
IAC I-5	22. 19.0	22. 15.5	24. 22.1	24.0
IAC I-6	22. 7.0	22. 7.5	22. 6.1	7.0
IAC I-7	6. 12.0	6. 10.5	6. 11.9	14.0
IAC I-8	2. 4.0	2. 3.0	14. 5.1	6.0
IAC I-9	3. 16.0	3. 13.0	3. 11.4	14.0
IAC I-10	4. 8.0	7. 7.0	7. 15.5	18.0



PEAK IAC CALCULATIONS BY IAC AREA FOR THE INDIAN OCEAN BASIN:  
1985 SCHEDULED TRAFFIC ONLY

TOTAL: 13176.2 FLIGHTS

	<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC For</u>
	<u>Hr</u>	<u>Entries</u>	<u>Hr</u>	<u>OPS</u>	<u>Hr</u>	<u>Fhrs</u>	<u>Busy FHR</u>
<u>Flights of All Stage Lengths</u>							
Basin	5.	372.0	5.	356.1	6.	466.1	507.7
IAC I-1	4.	130.0	4.	108.5	6.	136.1	144.4
IAC I-2	4.	44.5	4.	48.0	7.	44.9	50.5
IAC I-3	4.	18.5	4.	19.3	16.	16.0	19.5
IAC I-4	3.	128.4	3.	128.1	3.	157.3	172.3
IAC I-5	5.	64.3	7.	61.7	7.	59.4	67.5
IAC I-6	6.	26.0	5.	22.5	6.	19.5	28.5
IAC I-7	5.	35.0	7.	31.3	6.	36.0	40.0
IAC I-8	1.	17.5	2.	11.2	2.	19.9	22.2
IAC I-9	3.	41.7	3.	32.6	4.	30.3	37.0
IAC I-10	5.	19.5	7.	18.0	7.	37.7	44.8

<u>Flights of 400 Nautical Miles or Less</u>							
Basin	4.	238.0	5.	227.0	6.	198.7	213.5
IAC I-1	1.	97.5	2.	87.9	6.	62.2	67.5
IAC I-2	1.	27.1	2.	28.4	3.	24.4	27.1
IAC I-3	2.	7.5	2.	6.8	7.	3.6	4.5
IAC I-4	5.	88.5	5.	90.7	3.	79.6	90.4
IAC I-5	6.	33.8	6.	36.8	7.	26.5	32.0
IAC I-6	5.	20.0	5.	16.3	7.	12.7	17.5
IAC I-7	2.	12.5	2.	11.3	6.	6.3	7.5
IAC I-8	1.	10.0	1.	5.0	2.	9.8	12.5
IAC I-9	6.	6.9	6.	5.6	1.	4.8	5.0
IAC I-10	2.	2.5	2.	1.3	3.	2.5	2.5

<u>Flights Longer than 400 Nautical Miles</u>							
Basin	6.	148.8	5.	129.1	7.	268.5	287.0
IAC I-1	4.	52.5	4.	42.5	6.	73.9	76.9
IAC I-2	4.	27.4	4.	26.4	10.	30.3	34.5
IAC I-3	4.	17.0	4.	17.0	16.	16.0	19.5
IAC I-4	1.	43.2	3.	39.7	3.	77.7	84.4
IAC I-5	22.	41.1	22.	33.0	24.	47.9	52.0
IAC I-6	22.	14.5	22.	15.5	22.	13.5	15.8
IAC I-7	6.	30.0	6.	26.3	6.	29.7	35.0
IAC I-8	2.	9.8	7.	7.5	14.	12.4	14.5
IAC I-9	3.	36.7	3.	30.1	3.	26.4	32.4
IAC I-10	4.	19.1	7.	16.7	7.	36.2	42.3

PEAK IAC CALCULATIONS BY IAC AREA FOR THE INDIAN OCEAN:  
1995 SCHEDULED TRAFFIC ONLY

TOTAL: 29172.0 FLIGHTS

		<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC For</u>
		<u>Hr</u>	<u>Entries</u>	<u>Hr</u>	<u>OPS</u>	<u>Hr</u>	<u>Phrs</u>	<u>Busy FHR</u>
<u>Flights of All Stage Lengths</u>								
Basin	5.		878.8	5.	841.8	6.	1115.2	1207.7
IAC I-1	4.		323.4	4.	269.5	6.	337.9	358.7
IAC I-2	4.		91.0	4.	98.5	7.	85.1	96.7
IAC I-3	4.		39.0	4.	40.4	16.	30.3	36.8
IAC I-4	3.		314.9	3.	315.2	3.	386.6	423.1
IAC I-5	5.		144.5	7.	135.1	7.	129.8	147.4
IAC I-6	6.		62.8	5.	56.0	6.	47.3	69.1
IAC I-7	5.		87.1	7.	77.7	6.	89.6	99.5
IAC I-8	1.		43.5	2.	27.8	2.	49.1	54.8
IAC I-9	3.		103.5	3.	81.1	4.	75.2	91.7
IAC I-10	5.		48.7	7.	45.1	7.	94.6	112.3

<u>Flights of 400 Nautical Miles or Less</u>								
Basin	4.		561.0	5.	538.1	6.	472.0	503.4
IAC I-1	1.		242.6	2.	217.7	6.	154.9	167.9
IAC I-2	1.		51.0	2.	53.0	3.	45.2	51.0
IAC I-3	2.		13.5	2.	12.2	7.	6.5	8.1
IAC I-4	5.		218.3	5.	223.5	3.	196.4	222.4
IAC I-5	6.		72.9	6.	79.4	7.	57.1	68.8
IAC I-6	5.		49.8	5.	40.4	7.	31.7	43.5
IAC I-7	2.		31.1	2.	28.0	6.	15.5	18.7
IAC I-8	1.		24.9	1.	12.4	2.	24.3	31.1
IAC I-9	6.		16.5	6.	13.4	4.	11.8	18.7
IAC I-10	2.		6.2	2.	3.1	3.	6.2	6.2

<u>Flights Longer than 400 Nautical Miles</u>								
Basin	6.		349.7	7.	307.1	6.	643.2	704.3
IAC I-1	4.		130.6	4.	105.7	6.	183.1	190.7
IAC I-2	4.		59.7	4.	59.1	11.	62.6	76.3
IAC I-3	4.		36.3	4.	36.3	16.	30.3	36.8
IAC I-4	1.		105.8	3.	97.2	3.	190.3	206.8
IAC I-5	22.		97.0	22.	76.9	24.	114.1	123.9
IAC I-6	22.		33.6	22.	35.7	22.	32.3	38.7
IAC I-7	6.		74.6	6.	65.3	6.	74.0	87.1
IAC I-8	2.		24.5	7.	18.7	14.	30.3	35.3
IAC I-9	3.		91.0	3.	74.9	3.	65.9	80.4
IAC I-10	4.		48.1	7.	42.0	7.	90.8	106.1

PEAK IAC CALCULATIONS BY IAC AREA FOR THE PACIFIC OCEAN BASIN:  
1975 SCHEDULED TRAFFIC ONLY

	<u>Busy Entry</u>	<u>Busy OPS</u>	<u>Busy Flite</u>	<u>IAC For</u>
	<u>Hr Entries</u>	<u>Hr OPS</u>	<u>Hr Fhrs</u>	<u>Busy Fhr</u>
<u>Flights of All Stage Lengths</u>				
Basin	1. 356.0	1. 331.1	3. 334.2	360.0
IAC P-1	1. 98.0	9. 92.5	3. 104.9	113.0
IAC P-2	5. 30.0	5. 24.5	7. 30.8	37.0
IAC P-3	20. 38.0	20. 40.5	19. 48.0	55.0
IAC P-4	1. 28.0	1. 23.0	1. 19.5	22.0
IAC P-5	22. 10.0	22. 11.0	4. 11.0	13.0
IAC P-6	20. 38.0	2. 36.5	24. 33.3	41.0
IAC P-7	22. 11.0	22. 10.0	23. 18.0	19.0
IAC P-8	1. 4.0	19. 4.0	17. 6.4	7.0
IAC P-9	1. 95.0	1. 90.5	2. 77.1	86.0
IAC P-10	2. 68.0	22. 64.5	22. 49.9	52.0
IAC P-11	24. 12.0	24. 11.5	2. 1.9	3.0

<u>Flights of 400 Nautical Miles or Less</u>				
Basin	1. 269.0	1. 258.5	1. 184.6	198.0
IAC P-1	2. 62.0	8. 59.0	8. 53.8	57.0
IAC P-2	5. 12.0	5. 10.5	5. 10.1	12.0
IAC P-3	19. 29.0	19. 27.5	19. 16.7	21.0
IAC P-4	1. 19.0	3. 16.5	4. 14.2	16.0
IAC P-5	21. 8.0	22. 8.5	22. 3.1	5.0
IAC P-6	4. 25.0	20. 23.5	20. 8.5	12.0
IAC P-7	0. 0.0	0. 0.	0. 0.0	0.0
IAC P-8	6. 2.0	6. 2.0	6. 1.1	2.0
IAC P-9	1. 80.0	1. 77.0	2. 57.6	64.0
IAC P-10	2. 57.0	2. 55.0	1. 36.7	44.0
IAC P-11	3. 9.0	24. 8.5	4. 0.9	2.0

<u>Flights Longer than 400 Nautical Miles</u>				
Basin	1. 87.0	1. 72.5	3. 162.0	167.0
IAC P-1	9. 43.0	5. 37.5	4. 53.2	58.0
IAC P-2	5. 18.0	5. 14.0	7. 22.7	26.0
IAC P-3	3. 16.0	3. 16.0	19. 31.3	34.0
IAC P-4	8. 10.0	10. 8.5	9. 8.7	10.0
IAC P-5	1. 3.0	21. 3.0	16. 10.2	11.0
IAC P-6	20. 15.0	2. 14.5	24. 26.2	29.0
IAC P-7	22. 11.0	22. 10.0	23. 18.0	19.0
IAC P-8	10. 4.0	19. 4.0	17. 6.4	7.0
IAC P-9	4. 21.0	2. 17.0	5. 26.8	29.0
IAC P-10	24. 14.0	24. 12.5	25. 17.6	21.0
IAC P-11	1. 4.0	1. 5.0	1. 1.1	2.0



PEAK IAC CALCULATIONS BY IAC AREA FOR THE PACIFIC OCEAN BASIN:  
1985 SCHEDULED TRAFFIC ONLY

TOTAL: 13176.2 FLIGHTS

	<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC For</u>
	<u>Hr.</u>	<u>Entries</u>	<u>Hr</u>	<u>OPS</u>	<u>Hr</u>	<u>Fhrs</u>	<u>Busy FHR</u>
<u>Flights of All Stage Lengths</u>							
Basin	1.	682.4	1.	625.9	3.	664.5	712.9
IAC P-1	1.	244.8	9.	230.4	3.	261.9	281.6
IAC P-2	5.	70.8	5.	58.6	7.	69.5	84.0
IAC P-3	20.	63.5	20.	68.8	19.	85.9	97.5
IAC P-4	1.	69.0	1.	56.0	1.	47.3	54.0
IAC P-5	22.	16.8	22.	18.2	17.	22.0	25.6
IAC P-6	20.	62.3	2.	60.3	24.	54.6	67.2
IAC P-7	22.	18.4	22.	16.8	23.	29.4	31.0
IAC P-8	19.	7.9	19.	7.5	17	10.8	12.2
IAC P-9	1.	145.3	1.	138.1	2.	118.0	131.7
IAC P-10	2.	103.2	22.	98.2	22.	75.5	78.5
IAC P-11	24.	19.7	24.	18.9	2.	3.2	5.0

<u>Flights of 400 Nautical Miles or Less</u>							
Basin	1.	497.1	1.	475.9	1.	352.4	379.4
IAC P-1	2.	155.0	8.	147.5	8.	134.5	142.5
IAC P-2	5.	30.0	5.	26.3	5.	25.2	30.0
IAC P-3	19.	47.6	19.	45.1	19.	27.4	34.4
IAC P-4	1.	46.5	3.	40.3	4.	35.0	39.0
IAC P-5	21.	13.1	22.	13.9	22.	5.1	8.2
IAC P-6	4.	41.0	20.	38.5	20.	13.9	19.7
IAC P-7	0.	0.0	0.	0.0	0.	0.0	0.0
IAC P-8	6.	3.0	6.	3.0	6.	1.7	3.0
IAC P-9	1.	120.8	1.	116.3	2.	65.5	96.6
IAC P-10	2.	86.1	2.	83.0	1.	55.4	66.4
IAC P-11	24.	14.8	24.	13.9	4.	1.5	3.3

<u>Flights Longer than 400 Nautical Miles</u>							
Basin	1.	185.3	1.	150.0	3.	328.7	339.3
IAC P-1	9.	106.9	5.	92.6	4.	132.6	144.7
IAC P-2	5.	40.8	5.	32.4	7.	49.2	56.5
IAC P-3	3.	27.0	20.	27.8	17.	59.8	65.1
IAC P-4	1.	22.5	10.	20.5	9.	19.7	22.8
IAC P-5	16.	6.1	21.	6.0	16	20.6	22.2
IAC P-6	20.	24.6	2.	24.2	24.	42.9	47.6
IAC P-7	22.	18.4	22.	16.8	23	29.4	31.0
IAC P-8	19.	7.9	19.	7.5	17.	10.8	12.2
IAC P-9	4.	33.5	2.	28.4	5.	44.5	47.7
IAC P-10	24.	21.1	24.	18.9	23.	26.6	32.0
IAC P-11	1.	6.6	1.	8.2	1.	1.9	3.3

PEAK IAC CALCULATIONS BY IAC AREA FOR THE PACIFIC OCEAN BASIN:  
1995 SCHEDULED TRAFFIC ONLY

TOTAL: 29172.0 FLIGHTS

	<u>Busy Entry</u>		<u>Busy OPS</u>		<u>Busy Flite</u>		<u>IAC FOR</u>
	<u>Hr</u>	<u>Entries</u>	<u>Hr</u>	<u>OPS</u>	<u>Hr</u>	<u>Fhrs</u>	<u>Busy FHR</u>
<u>Flights of All Stage Lengths</u>							
Basin	1.	1477.5	1.	1343.5	3.	1469.1	1572.9
IAC P-1	1.	609.2	9.	572.2	3.	651.7	700.1
IAC P-2	5.	170.7	5.	142.5	7.	163.1	198.0
IAC P-3	20.	124.3	20.	136.1	19.	175.7	198.4
IAC P-4	1.	170.6	1.	137.8	1.	116.0	133.3
IAC P-5	22.	33.0	22.	35.5	17.	47.8	55.3
IAC P-6	20.	120.5	2.	117.0	24.	105.5	130.0
IAC P-7	22.	35.9	22.	32.9	23.	56.5	59.5
IAC P-8	19.	16.8	19.	15.6	17.	21.0	24.1
IAC P-9	1.	263.8	1.	250.2	2.	214.4	239.4
IAC P-10	2.	186.3	22.	177.5	22.	135.7	140.9
IAC P-11	24.	38.0	24.	36.5	2.	6.4	9.9

<u>Flights of 400 Nautical Miles or Less</u>							
Basin	1.	1051.3	1.	1003.7	1.	761.4	821.9
IAC P-1	2.	385.6	8.	367.0	8.	334.6	354.5
IAC P-2	5.	74.6	5.	65.3	5.	62.8	74.6
IAC P-3	19.	91.9	19.	87.2	19.	52.9	66.6
IAC P-4	1.	114.7	3.	99.1	4.	86.6	96.0
IAC P-5	21.	25.4	22.	26.9	22.	9.8	15.8
IAC P-6	4.	79.2	20.	74.5	20.	26.9	38.0
IAC P-7	0.	0.0	0.	0.0	0.	0.0	0.0
IAC P-8	6.	5.4	6.	5.4	6.	3.0	5.4
IAC P-9	1.	216.0	1.	208.7	2.	153.4	173.4
IAC P-10	2.	154.5	2.	149.0	1.	99.5	119.2
IAC P-11	24.	28.5	24.	26.9	4.	2.9	6.3

<u>Flights Longer than 400 Nautical Miles</u>							
Basin	1.	426.3	1.	339.7	3.	734.1	758.7
IAC P-1	9.	265.4	5.	229.2	4.	330.2	360.1
IAC P-2	5.	96.0	5.	77.2	7.	112.8	129.5
IAC P-3	3.	53.3	20.	56.8	17.	127.6	138.5
IAC P-4	1.	56.0	10.	49.9	9.	46.4	53.8
IAC P-5	16.	13.3	21.	13.0	16.	45.2	48.6
IAC P-6	20.0	47.5	2.	47.3	24.	83.0	91.9
IAC P-7	22.	35.9	22.	32.9	23.	56.5	59.5
IAC P-8	19.	16.8	19.	15.6	17.	21.0	24.1
IAC P-9	4.	62.6	2.	55.6	5.	85.5	91.4
IAC P-10	24.	37.9	24.	33.9	23.	47.8	57.8
IAC P-11	1.	12.7	1.	15.8	1.	3.9	6.8

**Appendix E**

**SAMPLE ROUTE CONTRIBUTIONS TO REGIONAL ACTIVITY**



## Appendix E

### SAMPLE ROUTE CONTRIBUTIONS TO REGIONAL ACTIVITY

This appendix contains a sample of the contributions of regional routes to the entry calculations shown in the second columns in Appendix D in the IAC estimates for the Atlantic Basin. The case given is for the all-traffic case involving flights of all stage lengths for the busy day of the busy season for the base year 1975 and the 25-FIR representation of the basin.

The codes 1-10 under each FIR indicate the first digits of the geographic codes from OAG World Area Codes (see Appendix A). Code 10 is identical to Code 0 (United States). These data are summarized at the beginning of this Appendix by the seven Atlantic subbasins discussed in the Summary Report.

FIR AREA ENTRIES FOR THE BUSY DAY IN THE BUSY SEASON - 1975

REGIONAL ORIGINS AND DESTINATIONS	North Atlantic FIR Area			Middle Atlantic FIR Area	South Atlantic FIR Area	AFRICA FIR Area			NEW YORK FIR Area						MACRO CARIBBEAN FIR Area										South America FIR Area
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
U.S. to Europe	24.6	164.7	159.7	13.5						2.7	14.8	2.7	2.7			4.0									
Europe to U.S.	22.2	152.3	151.3	13.5						2.7	14.8	2.7	4.0	1.4		4.0									
U.S. to Africa				1.0	1.0					2.0			2.0	1.0											
Africa to U.S.				2.0	2.0		1.0			1.0			1.0	2.0											
U.S. to South America										3.5	7.9				3.4	25.1	8.1	7.9	18.2	19.3	7.9	25.1	4.5	18.3	
South America to U.S.										3.6	7.9				5.6	26.4	9.3	8.9	21.7	27.6	3.4	32.2	4.6	22.2	
U.S. to Caribbean										24.1	59.6				40.9	149.4	32.3	71.0	42.9	46.9	6.4	7.7	10.4		
Caribbean to U.S.										28.3	61.4				41.1	157.2	33.5	66.4	50.9	51.2	6.4	6.4	9.1		
U.S. to Central America																31.2			21.9	71.6	72.8	25.6		12.1	
Central America to U.S.										1.2						23.6			23.0	65.0	56.9	14.1		4.6	
Canada to Europe	9.5	58.4	61.1	5.4						1.4															
Europe to Canada	9.5	45.8	47.2	2.7						1.4															
Canada to Africa																									
Africa to Canada																									
Canada to South America																									
South America to Canada																									
Canada to Caribbean																									
Caribbean to Canada																									
Canada to Central America																									
Central America to Canada																									

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FIN LINES BY ORIGIN DESTINATION AREA CODE PAIRS

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FIR 10										
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	2.7	2.0	0.0	0.0	0.0	0.0	0.0
FIR 11										
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0
FIR 12										
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.3
3	0.0	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	3.6
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	24.1	3.5	2.7	0.0	0.0	0.0	0.0	0.0	0.0
FIR 13										
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	3.0	0.0	5.2	0.0	0.0	0.0	0.0	5.7	61.4
3	0.0	0.0	10.1	0.0	0.0	0.0	0.0	0.0	0.0	7.9
4	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
5	0.0	0.0	0.0	0.0	5.5	0.0	0.0	0.0	0.0	1.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	55.6	7.9	2.7	2.0	0.0	0.0	0.0	0.0	0.0
FIR 14										
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	15.6	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	13.6	2.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
5	0.0	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0	2.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
FIR 15										
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	5.7	41.1
3	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	46.9	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FIR 16										
1	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.6
2	1.6	237.0	0.0	6.2	0.0	0.0	0.0	0.0	4.3	157.2
3	0.0	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	26.4
4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	31.2	149.4	25.1	4.0	0.0	0.0	0.0	0.0	0.0	0.0
FIR 17										
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	144.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	32.3
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.3
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	33.5	8.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FIR 18										
1	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	1.6	1747.0	0.0	13.9	0.0	0.0	0.0	0.0	5.7	66.4
3	0.0	18.2	10.2	1.0	1.0	0.0	0.0	0.0	0.0	8.9
4	0.0	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	71.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**BEST AVAILABLE COPY**

FIN 19										
	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	23.0
2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	21.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 20										
	1	2	3	4	5	6	7	8	9	10
1	101.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0	2.4	65.0
2	4.9	105.0	0.0	1.0	0.0	0.0	0.0	0.0	2.9	50.7
3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.7
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	71.6	42.9	18.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 21										
	1	2	3	4	5	6	7	8	9	10
1	400.6	6.5	4.0	0.0	0.0	0.0	0.0	0.0	0.0	16.9
2	4.9	395.0	0.0	1.0	0.0	0.0	0.0	0.0	2.9	51.2
3	4.5	5.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6
4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	72.8	46.9	19.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 22										
	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	64.0	17.9	0.0	0.0	0.0	0.0	0.0	4.7	6.4
3	0.0	15.6	6.1	0.0	0.0	0.0	0.0	0.0	0.0	3.4
4	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	6.4	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 23										
	1	2	3	4	5	6	7	8	9	10
1	158.2	1.6	15.5	0.0	0.0	0.0	0.0	0.0	0.0	14.1
2	0.0	117.0	44.8	0.0	0.0	0.0	0.0	0.0	0.0	5.4
3	15.6	62.4	454.6	3.1	1.0	0.0	0.0	0.0	0.0	37.4
4	0.0	1.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	25.6	7.7	25.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 24										
	1	2	3	4	5	6	7	8	9	10
1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2	0.0	531.0	35.8	7.3	0.0	0.0	0.0	0.0	0.0	9.1
3	0.0	36.4	12.1	1.0	1.0	0.0	0.0	0.0	0.0	4.0
4	0.0	9.4	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	0.0	10.4	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0

FIN 25										
	1	2	3	4	5	6	7	8	9	10
1	65.5	0.0	27.8	0.0	0.0	0.0	0.0	0.0	0.0	4.6
2	0.0	0.0	35.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3	23.1	52.0	279.3	7.1	3.0	0.0	0.0	0.0	0.0	22.2
4	0.0	0.0	10.1	0.0	3.6	0.0	0.0	0.0	0.0	0.0
5	0.0	0.0	6.0	1.8	61.0	0.0	0.0	0.0	0.0	0.0
6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10	12.1	0.0	18.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0